

CONTAINER

3

THRU

CONTAINER

4

THE PAPERS OF
ANDREW HULL FOOTE

1838-1863

In 3 Volumes

LIBRARY OF CONGRESS

1924

No 38

U. S. Flag Ship San Jacinto
Whampoa, 12th Dec 1856

Sir

In my despatch No 37 I informed the department of the attack upon the Barrier Forts by the U. S. Ships Portsmouth and Levant. I have now to inform you that Commander Foote has reported to me the capture and demolition of these, four in number, - copies of Commander Foote's reports are herewith enclosed.

I fully endorse all that he has said in relation to the conduct and bearing of the Officers, seamen and marines employed in that service. They are entitled to unbounded praise and commendation for their gallantry and good conduct, up to the complete destruction of the offending fortifications.

I cannot but express my admiration of the gallantry of, and the services rendered by Commander Foote, whose conduct from the commencement of the troubles at Canton up to the completion of the object of the expedition, has been indefatigable and judicious throughout the whole affair.

Commander Bell of this ship, rendered most important services. In addition to his leading his men in the several storming parties, he kept possession of the captured forts and was the

Commodore Amos Young
Secretary of the Navy

the intelligent engineers who mined the walls of these immense fortifications and utterly destroyed them. Commander Smith of the Levant did his duty well and nobly, as did also every Officer and man. I have expressed to them in my General Order, a copy of which is herewith enclosed, my sense of their gallant services.

Forwarded herewith, you will receive the reports of the Surgeons of the killed and wounded, and reports of the damages done to the hulls, spars, rigging, &c of the U. S. Ships Levant and Intermouth. Also returns of the amount of Ammunition and Ordnance stores expended.

In conclusion I would be pleased respectfully to call the attention of the Department to the peculiar embarrassment of my position in the unpleasant duty which has been forced upon me by the Chinese authorities.

The feeling of irritation, just or unjust, existing between the English and Chinese authorities, is shared by our Countrymen, and when I felt called upon to repulse the assault upon our flag, with many of them there was an inferred and an expectation that I would make common cause with the English authorities, in the demand made for direct

direct personal communication of all foreign with the Chinese Officials within the city of Canton.

This kind of communication is much to be desired, and the difficulties of the present system have been very apparent in my correspondence with the Imperial Commissioner.

But, while I felt clear in my duty, to repel a violent assault upon our flag, I have been careful not to embarrass, by this local difficulty, questions which may hereafter be the subject of treaty arrangement.

The English authorities also had some not unreasonable hope of co-operation, but which I did not feel justified in meeting. To avoid the slightest inference of such co-operation, I felt bound to decline facilities offered me by Admiral Seymour, which, under other circumstances, it would have been desirable to accept.

I have the honor to be

Very respectfully,

Your obedient servant

Signed James Armstrong
Commanding U. S. Naval Forces
East Indies & China Sea

Copy J. L. Dolbin
Secretary of the Navy
Washington
D. C.

may wish for success to the British Fleet.
Commodore Perry passed up in the Lily on the
16th from Hong Kong (accompanied
Mr. Parks and some Americans), and was
brought in a private interview with the Com-
modore by the latter personage, that, "there being
more Americans at Canton & the factories
out there, he had ordered the Levant
drop down to their anchorage" - Mr. Perry
said, "he should hoist his flag there again,
he had to do it with his own hands, and he
had an English man of war to live"
in reply to a question from Mr. Spooner, I
said that the Commodore would not stop
at Canton any longer, since the
raising of the factories (which were a
fish bones at the time) - and did not
let us directly - that the Commodore would
not into an alliance, but keep his self inde-
pendent until he should hear from Wash-
ington - "I am provided the affront offered us,
we stop for the present"
Yesterday, after Mr. Perry passed down for
interview with Mr. Parker at Macao, visited
the Commodore in passing and brusquely
inquired that "Mr. Parks, wants to know
what your position now (after the burning
the factories)" - The Commodore shortly
said he had nothing to "It is none of his
business" - "I have nothing to do with him" -

Mr. Perry then said something about himself,
Mr. Parker & the Commodore, all three
corresponding with each other without knowing
any thing of each other's correspondence - The
old man answered, that his is a distinct depart-
ment from theirs & had nothing to do with them
The Commodore thought they had, "for the honor
of the flag" - But there may be a difference
of opinion, as to what is the honor of a flag,
and I doubt not it is safe, when the nation
places it, in the hands of the Navy and
not in the hands of a semi-foreign command.
I have spoken to the Commodore to send you a
copy of Mr. Macy's letter on the subject of
questions raised at Hong Kong; the paper
is being copied and will be sent to me
probably - After perusing which & reflecting
on the extraneous influences which are
continually bearing on our officers abroad
and even at the present; one can but perceive
how necessary it is for an officer to maintain
an independent & unembarrassed inter-
course with his countrymen abroad,
carefully examining and weighing all questions
as they arise -
This ship will, I imagine, proceed to Hong Kong
from the Levant and drop her - She has boats
building them & must have some heavier iron
work done than our forge can heat - and
can be better stored at this time, perhaps

at any future day - The aspects of things
peaceable for us -
Mr Lewis visited Canton on Tuesday in the
morn, and observed our mounted gun
the French Folly & two of them in the
Fort destroyed by us, - these fellows
like ants, but what say it amounts
for all -

I sent maybe out your postscript, &
also, in your letter to the Commodore -
nothing about two letters - They have
been received -

I am very truly
Your sincere friend
H. H. Bell

H. H. Bell
U. S. Ship Portsmouth
Annapolis

Sept. 18. 1856.
Capt. H. H. Bell
Commodore
Canton, N. C.

San Francisco Whampoa
Dec. 19th

My Dear Sir,

I am thankful to you for
the kindly feelings which dictated your letter
of 15th inst (just received) touching the Servant
on the 16th inst.

I have ceased to think of
that affair and to grieve, but confess to
have been greatly exasperated and outraged
by the remarks which the Commodore
made to you on leaving your ship, & of
course the Servant that evening, and
subsequently an other remark by one of
the Commodore's attendants in a word
which I repeated to you.

On the occasion referred
to, I did not even know that the Commodore
was on board the Servant, until I found
him standing after dark, preparing to
be down on the deck to sleep, when I related
to him the fact of the ship being afloat, and
my intention to depart up near the
Rocky Mountains on the flood tide that night.

I am not sure that he gave me any
other order than by expressing his apprehen-
sion of my intention to take the ship inposi-
tion for cannonading on the first flood
that might give him that to know.

under the Charnock up to your ship, and had
ascended by day light in placing her near
the Portsmouth. The Pilot having returned
one of the steamers to Whangpoo, ready in the
morning morning.

Did you have seen the copy
the Circular addressed by Mr Parker to Mr Perry
at a 9th inst. we saw it for the first time yesterday
the Commodore was surprised to find that
statements had been made for his correspondence
that his consent & view whilst the correspondence
pending, for the Commodore last letter to Mr
Perry was sent to Mr Perry of affairs, but have
in lost or mislaid, Mr. P. observing nothing
about the letter - it must be important one,
but the last clause of the Circular, is, verbatim
the Sir John & H. B. M. Consents, viz if orders be
given for firing on the Kowloon, the will then
be the affair to the British Naval Commander
that that end! When the government
acting, they first decide - Besides this
assumption of power to make war, or otherwise
in the Naval force being superlatively ridicu-
lous, it will be known that the Kowloon
is built in Whangpoo, her Hull & Engines
having been previously made in the U.S. and
rifled out here in parts - but decks & all wood
work are Chinese, together with her putting together
that there really be Americans!

The Wilhamoth will tow down the Levant to Hong Kong
for Supplies and the L will then return to the
will give you all the news from above -

Mr Lewis will place your four gifts & accoutrements
in charge of Sheppard to deliver to you on the
arrival of the L -

We are isolated here, being within at Canton
by Hong Kong, and have nothing of course, until
the news shall have given ten rounds -

I enclose herewith a letter of yours which I
found in one of my packets yesterday, without
knowing how it found its way there - It is needless
to say, I know nothing of its contents -

I am very truly
Your obliged friend
H. H. Bell

Capt Andrew H Foote
U.S. Ship Portsmouth
Hong Kong

Jan 19th 1892.

Dr. H. W. H. B. B.

Consulting Medical
at the Boston, etc.

Right of the patient to
the right of the patient to
the right of the patient to

United States Flag Ship "San Jacinto",
Shanghai, 20th December 1856.

Sir,

It affords me much gratification to forward to you for your information, the following extract from a letter received by me from His Excellency the United States Commissioner to China.

"Permit me to convey to you and through you to the gallant Commanders Foote, Bell and Smith, and to the distinguished Officers of your Squadron, and the men of dauntless courage, not forgetting those who were necessarily deprived against their wishes the opportunity of taking a part in the active operations, the extreme satisfaction & experience at the manner in which on this occasion they have vindicated the honor of our flag, and the important prestige you and they have secured for it in all coming time, in the view of the Chinese Government and people. While deploring the painful casualties, let us all be thankful to the God of Nations, that they have been so few."

I am,

Very respectfully,
Your obedient servant

J. S. Armstrong

Commanding U. S. Naval Forces
East India and China Seas

Commander

Andrew H. Foote
Commanding U. S. Ship "Plymouth",
Hong Kong.

U. S. Flag Ship "Essex"
Whampoa Dec. 20th 1856.
Commodore James Anshutz,
Commanding U. S. Naval Force,
East India & China seas.
Forwading extract from letter of
U. S. Commissioner.

1004

United States Ship "San Jacinto",
Whampoa, 24th December 1856.

Sir,

The United States Ship "Portsmouth",
under your Command, being ready, you will proceed
in her to Shanghai. There you will consult with
our Consul and obtain all the information from
him of our affairs in that quarter. You will
~~remain there no longer than is necessary~~

From thence you will proceed to Foo-chow
where you will consult with our Consul, Mr. Jones,
and get from him a statement of our affairs in
that quarter. It is possible that your presence
may be necessary there for a week or two. On your
leaving Foo-chow you will stop for a short time
at the port of Amoy, ascertain the state of affairs
in that port and all the information in your
power that may be of interest to the Government at
home.

From Amoy you will proceed to join
me at Hong Kong.

Wishing you a pleasant cruise,

I am,

Very Respectfully

Yours Obedt Servt.

J. Armstrong

Comdg. U. S. Naval Forces
East India & China Seas.

Commander

Andrew R. Foote

1005

Comdg. U. S. Ship "Portsmouth"
Hong Kong

[Faint handwritten notes, possibly bleed-through from the reverse side.]

W. S. May, 51, 52, 53, 54, 55, 56, 57,
Memphis, Mo. 24th 1886.
Committed to the State Prison,
East St. Louis, Ill. 24th 1886.
Order to St. Louis, Mo. 24th 1886.

Verdict of the Court.
Of the Specification Guilty.
Of the Charge Guilty.

And the Court do therefore sentence the
said William P. Young, to be degraded from
Carpenter's Mate to Landman, to be confined
in single irons one month, to be deprived of his
Rag and Tobacco during the time of his Con-
finement and to lose the pay of Carpenter's Mate
for one month or twenty five dollars.

And the Court direct that the Charge
and Specification with the finding and Sentence
of the Court be read to the Crew of every Vessel
in the Squadron.

Signed, H. H. Bell. Commander
President
" W. Smith. Comdr.
" H. H. Lewis. Lieut.
" Lt. Geo. M. Colvocoresses.
" John Julius Guthrie. Lieut.

Signed, J. A. Bradford. Juror.
Judge Advocate.

The above finding and Sentence of the Court
is hereby approved and Commander Proctor is directed
to see the same carried into execution forthwith.

J. P. Armstrong
Comdr. U.S. Naval Forces
East India Station Seas.

U.S. Flagship San Jacinto
Hong Kong, 31st December 1856.

Copy
Charge and Specification of Charge prepared
by Commander Andrew H. Foote, United States
Navy, Commanding U. S. Ship "Potomack", against
William P. Young, Carpenter's Mate and Seaman
on board said U. S. Ship "Potomack".

Charge Disobedience of Orders.

Specification

In this that the said Carpenter's Mate
William P. Young, during the evening of December
30th 1856, between the hours of 5 and 7 o'clock, P. M.,
when ordered by Lieutenant Simpson, Officer of the
Deck of the "Potomack", to unship the fore and aft
piece of the main hatch, did positively refuse to obey
the order: and upon being ordered afterwards by
Lieutenant Macomb, the 1st Lieutenant, to unship
the said fore and aft piece, the said Carpenter's
Mate Young did again positively refuse to obey
the said order: and the said Carpenter's Mate
Young, upon being ordered by Commander Foote,
the Captain of the ship, to unship the said fore and
aft piece, the said Young did again refuse to
obey the afore said order.

(Signed) Andrew H. Foote
Commander U. S. N.

United States Ship "Potomack",
Hong Kong, China,
December 30th 1856.

Approved

(Signed) J. W. Amstrong
Comd'g U. S. Naval Forces
East India China Sea.

True copy. Stanton Beards
Commodore's Secretary

U. S. Navy Off. "San Francisco" -
William Henry King, M.D. : 31 Dec. 1896.
—
Common Copy of Printing of "About
Madison in the case of Mr. P. Young."

Copy
 Breakfast of Police in
 The Summer of 1856.

1 Box - Mailed for Capt. Mack M. M. C.
 to cost \$14.92, which Capt. Linn will
 attend to.

For Dr. Wood.

4 dozen Tea Plates at 1.75	\$ 7.00
3 or 4 " " Caps at 1.25	15.00
1/2 " Cake Plates " .25	1.50
4 " Small " " 1.00	4.00
3 Slop Bowls " 1.00	3.00
	\$39.50

Summer Lett

1 Loaf Tuncan	\$ 3.00
1 dozen Soup Plates	4.50
2 " Dinner " at 4.50	9.00
1 " Dessert " "	4.25
3 vegetable dishes at 1.75	5.25
2 " " " 1.35	2.70
2 Gravies " 1.50	3.00
3 Hot water Dishes " 2.50	7.50
3 Scallops	1.75
	\$36.70

Went from other side

3 deep ovals

Set of meat dishes

1 Salad Bowl

\$ 36.70

1.75

4.50

1.25

44.20

Boys with tea set

29.50

Capt Shack's things

73.70

14.92

88.62

Then a bowl among articles

value 1.00, which is paid for.

"Copy"

Additional Charges and Specifications & Charges preferred against First Assistant Engineer E. S. De Luce by Commander W. H. Gill, Commanding U. S. Steam Frigate "San Jacinto".

Hong Kong January 15th 1857

Charge First

Disrespectful Language.

Specification - In this that ^{on} the 9th of January 1857, Edmund S. De Luce, First Assistant Engineer of the U. S. Steamer San Jacinto when ordered by Lieutenant W. H. Lewis, Executive Officer of said steamer to attend a funeral did say in the Ward Room of the said steamer to the said Lieutenant Lewis, Mr. Lewis I cannot get these things ready (alluding to his uniforms) in time for the funeral, and did further say "they are of no use any how and I didn't expect to wear the damned things again," or words to that effect.

Charge Second

Intemperate Language.

Specification - In this that ^{on} the day and date aforesaid, the said Edmund S. De Luce when sent for by the aforesaid Lieutenant Lewis and spoken to by him on the Quarter Deck for his, the said E. S. De Luce's, disrespectful language, and informed that the said E. S. De Luce's conduct would be reported to the Captain and reply, "Very well, report and be damned," or words to that effect.

Charge

Charge Third

Provoking Language

Specification. In this that on the date aforesaid, when the said Edmund S. De Luce was sent for and spoken to on the Quarter Deck by the aforesaid Lieutenant Lewis and told by him that when he the said Edmund S. De Luce, was ordered to perform any duty it must be done without any improper reply, did say, "I always do my duty, all important duty; except when I come in contact with you." And when ordered below by the aforesaid Lieutenant Lewis, and informed by him, the said Lieutenant Lewis, that his conduct would be reported to the ^{the said Edmund S. De Luce} Captain, did reply, "Very well report and be damned" and added "the damned son of a bitch don't get ahead of me in that way," or words to that effect.

Witnesses

Lieutenant Henry R. Lewis
First Assistant Eng. Andrew Lawton
Second " Jm^r H. Brooks
Sailmaker, Stephen Seaman.

in Copy, Attendant Council
Commodore's Secretary

Captain Andrew H Foote
and Ship Portsmouth
Shanghai -

Shanghai to Hongkong, Aug 21, 1857

My Dear Foote

I take it for granted that every body in the East
is already acquainted with the infamous attempt of a Chinese Captain
at Hongkong to poison the whole community of bread eaters,
who are principally Europeans, by putting arsenic in the
bread - the quantity proved to be so large as to force itself
on the stomach, before it had had time to act on the
system; fortunately, also, the bread did not part with
the arsenic but carried it off in the vomiting, and it
was administered in any thing else, liquors especially,
and as such could have escaped - but bread seemed
to have been the only agent in general use for the
illness to arise - when there have been thousands
of tea, sugar, salt &c being poisoned, but they have not
yet. A ship of Sail or Boarding House was the only person
who died of the effects of poison. The panic was general
and occurring on the day of mail leaving, which did
not wait a moment to ascertain the probable fate of the
bread eaters, who were suffering frightfully - occurring
on the 21st day, our friends at home will suffer the
most tormenting anxiety in the face of death to us
all - At the last moment, I wrote to say the San
Francisco would not pass and I suppose your friends
knew that you were up the coast - poor Smith had
a hard time, he was pumpe both ways - Robert
came out bright as a pearl in the fair fellow faint
from its effect, but came on board immediately after

sh on antelope, and went straight to bed with whole
ly dead. - Getting the Spanish he pushed out to sea
pursuit of the Steamship, whether the Baker
at that morning proceeded in the said steam
having his family on board - The Police in the mean
time doing nothing - At Macao the villain was
found on board the Steamship still, all the
men sick, but not dead - Robert arrested him
the spot & returned with him - The fellow is brought
at they say he will be executed - The knowing ones
write to his planning and agents, the capture
of the Thistle - and say it was his intention to
have carried off the Steamship on this occasion
the poison had proved fatal - The community
around afloat are prepared to believe any thing
the Chinese, that is atrocious & hateful - So in
this success on the Thistle, and the liberal rewards
about to be bestowed on the victors, certainly
inculcated all classes of loyalty to greater national
boldness against Europeans than they before
exhibited - Shortly after that affair the French fleet
made a bold and partially successful attempt to
capture the Steamship with dragoon junks, one and a
half miles below Testadum & the rest of the fleet
Hornet & Corvus laying aground at the Barrier
and a half miles lower down, still - The fleet con
sisted of deep creek delvations, just these last stretched
across the river - The Admiral went down in the Cor
and, but the Mandarins drove him back & pursued
till within 400 yds of Macao fort, which having

that he, Mr B, had that morning breakfasted with Mr
John Bowring, who thought Mr B had better see the Commis-
sioners about having his steamer towed down by the anchor
which the Commission declared being telling Mr Bowring
that he had abandoned his ship before the Japanese came down
and that if he had made application before the 15th left
Shanghai his ship should have been towed down. I think
Mr B has been instigated not only by a desire for reclamation
but also by British influence. It is quite certain that this
ship or the Levant would be fixed at at Whampoa, and
the Commission desire to avoid further complications, would
be frustrated. For myself, I mentioned to you here, that
I thought this ship should not have entered from Whampoa
when she did. Still persons doing business there had
ample time to arrange for removing their property. Every
body saw the tendency of things, and every body was fleeing.
I met the Commission at the hospital a few days ago, and the
state of affairs being the subject of conversation, Mr Ward remarked
that the Lord of Macao, had received a communication
from Yeh, informing him that the Chinese difficulties
were with the British alone, that he was at peace with
all the other Europeans. The Commission responded
that Yeh had written the same thing to Mr Parker.
I expressed my surprise & the Commission grasped
his remark by saying Mr Parker had written him that
"our affairs were all settled". I observed that it was
all news to me & would be to the Squadron. But for all
that our treaty is broken daily and we find ourselves as
much outwitted as the British themselves.
I am sorry to say, this adventure from of news, so extremely
raging, is all that I have been able to glean from the
diplomatic circle, since your departure. Not the

story of the day is patent to the world and I shall therefore
give you that as the only light whereby to guide you
light from any other quarter it seems to be most con-
sistently suppressed - more so than ever before -

Whatever may be the professions of Galt, we know
at his museums apply alike to all Europeans, American
Britons, and that our treaties are as constantly and
thoroughly violated as those of the Britons - say the laws
at all offered for European hands - The order for all China
over the employment of foreigners - the order that
to direct trade with foreigners - and supplies of provisions
destruction of property - The possession of foreigners
is circumscribed by the yet Governor Galt writes to the
Governor of Mexico, that he is at peace with all the
world, but the British - If it be so, why does he not
publish his proclamations to that effect - At the same
time he writes something to the American Commission
sitting in the same city with the Govt of Mexico to which
he writes without ambiguity - and the Govt. Commission
the Governor says "it is all settled" - But where is his procla-
mation to the American - to cut off the American trade - to
be accessible towards them, respect toward their property - to treat
them as usual - The fact is, it is all a lie! He is
in much at war with us, as the British - but wisely pursues
"divide & conquer" policy - knowing that if the British
oppressed the others will follow as a matter of course -
Hope forces will be commanded, with to send out
in Washington, with orders, to take those pagans
their tails, and tie them up to the treaty they have
made, and with such devices turn it that they
never forget the grip of Uncle Sam.

On arrival from California of Nov 12 - the thing advised
at Buchanan's election of 17th Nov. Fullerton 125 - He
if a Democratic administration will not go to war we
will, we may be assured no other will - or worth

2 P.S. Mr. Mandarins attacked the rebel boats, driving them under the guns of the Union - Standard, about two o'clock. Their engines were in great order, but they did not stand his traps - the rebels finally, went down to Mr. Mandarins.

I am sorry to say it has again fallen to my lot, to pick up some more of your baggage. An individual bearing the very distinguished and classical name Benjamin Franklin Johnson was returned, better by Mr. Leonard Murphy, - the Ship Mettles, as a deserter from the Portsmouth. - There is old Griffiths, who besieged the Consul at old home, proclaiming himself a Portsmouth man, who had been in Liberty, and was not admitted into the ship again by Capt Foster. - The Consul appeared to be in some perplexity about him - and I took your messenger B. Hall, giving the old fellow a good name as a working man - I thought it best to take him on board, for reasons I will assign, now at large, when we meet. - The fellow was really astitute - he kept that his bedding & clothes shall not be sold.

You will recollect that there was considerable damage to property at Whampoa, when the vessels left there. When the British decided upon removing the Sybille from there he apprised the Commodore of his intentions in order that the American property might be looked after, lest our countrymen should neglect it. Endicott who was most concerned, applied to the Commodore for protection, and Mr. Bowen & Adams with twenty men & the Landing, from each ship, were sent on board the Aphrodite & Lily, and proceeded to Whampoa accompanied by Endicott himself, who continued in Whampoa for two to three days getting his property on board. Finally they left there with the Chief Commodore, the old ship Merrison ^{The Merrison is a vessel of 600 tons burthen which the Captain of the Merrison} and a quantity of his lumber. The small ship in which they lived, was left there, because, they said "the worms would eat him up here." The greater part of the lumber was left with the two blocks & buildings, because they had not time to get off.

As soon as I were, what were they about, waits before
at the Custom & other movable property was not put
aboard for shipping off to a place of safety. Besides
the property named the following was also left behind
Mr. Becher's Bethel & Mr. Ryder's Chop. The Bethel
was totally deserted by Mr. Becher himself without design
or request to any one, before this vessel left Whang-
poo. Ryder left them in the same vessel with Becher, he
had a Amoyan on board as keeper. Every night the
vessel was shooting at every boat that approached
him. We were there finally the exasperated Chinese
took his head off, and then the chop lay where he was
left. The Bethel was also there.

I am particular in these statements, because all the reports
aided by the unprincipled press here, are beginning
to make a noise about the abandonment of American property
the American property squadron. That night he had to
be taken off the vessel when Mr. Becher & Ryder left them
off. The latter person impudently wrote to the comm-
re, requesting him to apply to Admiral Seymour
to have his Chop traded down to Hong Kong. Mr. Becher
informed me at Whampoa before Ryder left them
that a Chinaman interested in the trade with Hong Kong
claimed that the Chop was considered his doctor & other
papers in proof, and claimed the Chop in payment
should say it was the Consul's business to have settled
that claim in any or other way.

Four or five days ago Mr. Becher called on the
consul saying his Chop was still at Whampoa, and
the Consul said he would have his
man, but did not like to interfere with American law.

five miles lower down the river. He at the same time
withdrew the Sybilite from Whampoa, as she was too
much exposed there. I am sorry to say that, of Calcutta,
declined sending reinforcements, & the gallant Admiral
has only to wait patiently till they may be obtained
from England. No news yet of his gun boats, the particular
kind of force adapted to follow up the creek.

The panic prevails still at Hongkong, yet there is no
more organization among the Chinese than when you
left. To day they shipped off for Haikow two hundred
Chinese of bad report, I am told it was more than a certain
death. The ship at that island, named after the Cantonese,
the Calcutta lies off the west end of the town, the Bottom
brig, nearly wrecked, is off the Hercules. Making a little more
out than when you left & the Susan has hauled close
into wind by the Stern house. The Virginia having recaptured
has with the Calcutta hauled off abreast of junks
& ahead of us, three cables length.

Captain O'Callahan is down with the Encounter, and
says our evil result from the abandonment of
Canton, has been the junction of the down river & up
river junks - that there is now a vast collection
of junks & snail boats.

Two days ago the passengers for Macao in the
Susan, had planned her capture, & were only prevented
by dispatching another boat to bring her back
shortly after her departure.

From this summary of the warlike movements
you may appreciate the state of things between
the British & Chinese. Long hours of waiting on the
part of the British, & great courage to the Calcutta. But the
Susan, thank Heaven, is a sure refuge for the forces up the
river.

guns, checked the pursuit with their Minies, along
the Encounter off Canton, also took the ground, in attempt
to follow the Admiral - at the same time the French
Canton made a demonstration, but did not dare com-
mit either side of the Encounter - Down below, the Constables
at all their own way, until the tide began to rise
when they took refuge up the creek - they succeeded
in securing some junk but did not close the passage
either - Shortly after this or about that time, some
lighter shade boats, carrying twelve powder, lay in
the creek at 2nd Bar, at night, for the Frigate on her
homeward trip, as she approached they dashed out,
throwing themselves across the river, put mine there
into the ^{full} water line, and took
to their fast pulling boats to grapple her - but
she escaped - About ten days ago they lay in wait
for the Sampson, in broad day, in the creek between
2nd Bar & Phoenix, and attacked her, killing her
several times & killing the pilot, which circumstance
was told prevented the S. engaging them - She
did not stop, the junks being up a creek - they con-
tinued their attempts to destroy the Encounter & Hornet
& Canton, some of their efforts being very shal-
low - boldly conducted our case which they
attempted to drift down upon them, containing 6000
round powder -

All these circumstances together with the news
of keeping the communication with Hong Kong open, led
General to know the most part of Canton & in-
all the city that he could, to burning down the
and the Gardens & return to Seelohum or other
from

3 I was extremely pained to see the commencement
of the illness of Charles Clapton, the man whom
you and I admired so greatly, and to find that
he was greatly indebted to me, a loss indeed.
His decease was part of the Telegraphic news from Calcutta,
showing that he was a man of note, in India even.

It gives me an assurance to you that Dr. Brown
who at Kharveria, with Mr. Hindle, recovered from
a Chinese boat in which he saw it, the flag
which you unfortunately lost up the river. It is
marked "Portsmouth, Eng" and don't know that any had
any other copy from us, though it is likely they picked
up some strong pistols.

The trade is down to day, and you will doubtless receive
cordial greetings from your numerous family at home.

I am heartily sick here, and long to return home,
hoping never again to sail in a Flag Ship, little
caring whether I sail in any other, in India or not.
By the way, I had almost forgotten to say Fareyou

now the most important port to visit, after Shanghai
you will, however, and will probably take the Teikoku
on this point, ^(Canton) along with our hands, who do
not of this business there, of course a lively scene
their interests, which are at stake in that quarter
to see, and you will have a more of these things
to be first of course, whether the business will
itself to respect the Livestock to follow you, I am
able to say, but our shortness follows your interest
it is thus kept up a regular current
Please note my best regards to the Hon. Secy
of Affairs of the Parliament, for whom I entertain
frequent esteem, one of the most pleasing
aspects of my life, having been the short time
active service, which I have had with you
and the fact, and then, and which has made
appreciation of them as officers and men
tain Andrew H. Harte
I Ship Portsmouth
I am
Very obliging
H. H. Harte

U. S. Flag Ship "San Jacinto",
Hong Kong, 5th February 1857.

Sir,

Our Commissioner, a few days since, informed me that our Countrymen at Ningpo were in a great state of alarm for their safety at that place. When you visit that port, if the alarm still continues with them, you will please to offer them a passage to this place, and also those at Fich-Chow and Amoy, if they wish it, and give all the protection to them in your power, and also aid and assist such as may require help.

The people on shore here have been, and still continue to be, much excited since the poisoning of the Bread by Aliens, the Baker all are on the Qui Vive, and they are afraid to eat or drink without having a portion of it analyzed.

Our men are improving at the hospital. Your Marine, Thompson, who had the lock-jaw, died a few days since.

Trusting that you, and the Officers and men under your Command, are in the enjoyment of good health,

I am,

Very respectfully,
Your obt. Servt.

J. P. Armstrong,

Comd'g U. S. Naval Forces
East India China Seas.

Commander

Andrew H. Foote,

Comd'g U. S. Ship "Portsmouth",

Shanghai.

Handwritten notes in a vertical column, possibly a list or index, located in the center of the page.

11. S. H. & "Sunshine,"
New York, February 1887
For order, please Remitt
Commencing 11.5. 1887
East India, China etc.
duation for many m.

copy.

Army Department
February 27th 1867

Your despatches numbered 37 and 38, dated December 10th and 12th, covering reports from Commander Foote and other Officers of the U. S. Ships "San Jacinto", "Porpoise" and "Savant" have been received. The despatch dated 23 November last, alluded to in your Number 37, has never reached this Department. My official information of the recent important events in China is derived entirely from your latter despatches.

I have very carefully examined the statements made in the several despatches explaining the origin, progress and successful termination of the painful conflict of the Naval Force of the United States with the Authorities of China. Our National flag was borne by American Officers on waters where it was legitimately to show it. The mission of those bearing it in the small boat was peaceful. No notice had been given by the Chinese, no shot of warning was fired over the boat, but shot and shells were fired deliberately at the Officers and men on their way to their destination. My reflections upon the whole case convince me that it was indispensably necessary, firstly, to vindicate the sacredness of our National flag and inflict a degree of punishment sufficiently impressive to deter these people from again rashly and recklessly insulting us. Had the offensive act been temporarily submitted to and referred to the tardy proofs of Chinese explanations, this trifling with our flag would probably have been repeated and led to still more serious consequences.

I approve, therefore, of the course pursued by you and those under your Command. The brave and energetic manner in which the wrong was avenged is worthy of all praise. The gallantry, good order and "intelligent subordination" displayed by all concerned engaged in the various conflicts with the enemy; the precision and admirable success with which the guns were managed, are highly creditable to the Service. Increased, Sir, to Communicate to the Officers, Seamen and Marines

thru the Department's very high appreciation of their good
conduct. But, Sir, I cannot permit myself to let this
occasion pass without impressively assuring you of the
sincere anxiety of your Government and your Country men
to cultivate and maintain friendly relations with the
people and Government of China. They must be taught
to respect us, but, that lesson should ever be given with
generous forbearance, and the studied avoidance of
unnecessary collision.

You will be careful not to become entangled
with the controversies and difficulties which may exist
between other Powers and the Chinese. Our Country men
have large interests in China. Protect them.

Note your remarks about small Steamers for
that station. I have long since invited Congress to
legislate on that subject and I think now it will be
accomplished.

I concur with you in the opinion that
short cruises alone can save Officers and men from the
dangers of that Climate. In my last annual report you
will see my views which I trust may be carried out.

Very respectfully

Yrs. obt. S.

Signed J. C. Dobbin.

Comdr James Armstrong

Commanding U. S. Squadron

East India China Seas.

True Copy of Alexander Hausel

Commodore's Secretary

Secretary of Navy to
Commander Armstrong

Copy

73
Navy Department
February 27th 1857

Sir

Your despatches numbered 37 and 38 dated December 10th and 12th covering reports from Commander Foote and other Officers of the U.S. Ships San Jacinto, Portsmouth, and Levant, have been received. The despatch dated Nov 22nd last alluded to in your number 37 has never reached this Department. My official information of the recent important events in China is derived entirely from your later despatches.

I have very carefully examined the statements made in the several despatches explanatory of the origin progress and successful termination of the painful conflict of the Naval force of the United States with the authorities of China. Our national flag was borne by American Officers on waters where it was legitimate to show it. The mission of those bearing it in the small boat was peaceful. No notice had been given by the Chinese, no shot of warning was fired over that boat, but shot at shell were fired deliberately at the Officers and men with a view to their destruction. My reflections upon the whole case convince me that it was indispensably necessary promptly to

to vindicate the sacredness of our National flag and inflict a degree of punishment sufficiently impressive to deter these people from again rashly and recklessly insulting us. Had the offensive act been temporarily submitted to and referred to the tardy process of Chinese explanations, this trifling with our flag would probably have been repeated and led to still more serious consequences.

I approve therefore of the Course pursued by you and those under your Command. The brave and energetic manner in which the wrong was avenged is worthy of all praise. The gallantry, good order and "intelligent subordination" displayed by all engaged in the various conflicts with the enemy, the precision and admirable success with which the guns were managed, are highly creditable to the Service. We pleased, Sir, to communicate to the Officers, Seamen and Marines, the Departments very high appreciation of their good Conduct. But, Sir, I cannot permit myself to let this occasion pass without impressively affirming, you of the earnest anxiety of your Government and of your Countrymen to cultivate and maintain friendly relations with the people

and

government of China. They must be taught to respect us, but that lesson should never be given with generous forbearance and the studied avoidance of unnecessary collision.

You will be careful not to become entangled with the controversies and difficulties which may exist between other Powers and the Chinese. Our Countrymen have large interests in China. Protect them.

I note your remarks about small steamers for that station. I have long since invited Congress to legislate on that subject, and I think now it will be accomplished.

I concur with you in the opinion that short cruises alone can save Officers and men from the dangers of that climate. In my last annual report you will see my views which I trust may be carried out.

Very respectfully

Your obedient servant
(signed) J. M. Dobbin

Commodore
James Armstrong
Commanding U.S. Squadron
East India and China Seas.

A

Copy.

12 past 4 P.M.

Singapore 17th March 1857.

Mr H. Nathan Esq.

Vice Consul U. S.

Singapore.

Sir

We respectfully enclose for your perusal and immediate action therein, the informal note of the Hon. H. S. Mackenzie & Co. received at 14 past 4 P.M. this day regarding the Bangko "Henrietta Maria" in our hands as agents for the Salvors, and as you will observe that before vessels departure from this port we are losing the only hold we have upon her as agents for the Salvors, and as we also have with this brief informal notice no time allowed to consult with the authorities who live several miles from this and have left their offices as also have the legal Senhomen of the place and cannot again be found at their places of business before 10 A.M. of tomorrow when the interest

tion may have been carried out unless with
your most energetic assistance. We do beg you
to note that a most grievous wrong is about to
be done by the vessel's departure without any
previous notice whatever and acknowledged
by the authorities in their letter to be in our
hands, and no Government officer being on
board to indicate their supposed right to man-
roid ship, and without giving any security
to meet the claim for salvage upon such brief
notice, and she having no register and not
allowing time to find from the authorities the
exact nature of the proposed voyage to permit
of its risks, being covered by insurance, or to get
securities that the interests of salvors be protec-
ted in any manner as respects additional costs,
risks, ^{the} adjudication of claim by other par-
ties, or time for ourselves to address other parties
to look after said interests, and we do hereby
declare that American citizens are the sal-
vors of the above property and their interests to
our opinion demand your best protection.

by protest and otherwise to the extent of your
power, and to this end we beg your prompt ac-
tion as your judgement may dictate in view
of the case.

(signed)

Very Respectfully
Your obedient servant
Williams & Nathan & Co.

C/MAY 8, 1857

B. Consulate of the United States of America
Singapore.

James Crawford, being duly sworn, doth depose and say, that he is a citizen of the United States, born in Brooklyn, New York, and that he is twenty nine years of age, that he is first officer of the American Ship *Cour de Lion* of Boston, whereof B. W. Tucker of Boston is Master, and has been an officer of said ship, ever since she was launched now nearly four years.

That on twenty fifth of February last, when on a voyage from Calcutta to Hongkong, when in the China sea, in latitude 7° 30' North, Longitude 110° 30' East, Greenwich, they met a Brig, with the name "*Henriette Marie*", painted on her stern, with the Dutch flag at half mast at the mizzen peak and the English flag at the mainmast; that at the main, we saw her with her main top sail hoisted. we spoke her, and asked us for assistance. We asked what assistance they wanted, and they said they wanted a navigator to take her into some Port. We asked where her Captain was? They replied that he had taken

a boat and left the ship." then we lowered a boat
and pulled to her to learn particulars, then they
told us she was from Macao with n about three
hundred and fifty four coolies bound to Havana.
Capt. Tucker, hearing this placed me in charge
of said vessel, with instructions to take her to Singa-
pore, and we arrived here about the sixth or
seventh of March. The European part of the crew
consisted of one English man and three Germans
that is those we found on board of them. They stated
that the coolies rose, and took possession of the ship
compelling the Captain to make for the land, where
they anchored near to, and commenced landing
that the following morning after over two hundred
of them had gone on shore, the Captain afraid for
his life, with his officers, and twelve or thirteen
of his European crew, escaped in his ship seaward.
I have never been able to learn, altho I have often
enquired, what has been his fate. That the day
after the Captain escape the Chinese compelled
the remainder of the crew to stand out to sea with
the ship, and they being wholly unable to navigate
her, did not know where they were when we met

her. It took us about a week to reach Singapore, on
the 18th of March. Mr. Vaughan, the Master Attendant
of the Port of Singapore, came on board (after we had
been some ten days or more in Port) and told me that
the Dutch brig of War "Hraai," was coming to take the
vessel to Batavia, and told me the best thing that
I could do, to save further trouble would be to make
the vessel over to him - and that I most decidedly
refused to do. he then informed me that I had
committed an act of piracy in hoisting the Ame-
rican colours (which he had advised me one day
in his office to do) said he, when Mr. Chandler was
with me. why if I was you I would hoist American
colours, he seemed to say this seriously as if he
meant it and I had no reason to think differ-
ently. he then went on board of the British Man
of War "Spartan," and in about fifteen minutes
or more returned with an armed force. Mr. Vaughan
and a Lieutenant of the "Spartan," both came up
on the quarter deck of the Barque, there were then
only two who actually came on the quarter deck
but they were backed up by the marines, who
with their Muskets and fixed bayonets were in about

alongside - and some of his crew came up in the
gangway. I cannot say whether these last men
carried their weapons or not. Mr. Trench advancing
said "I have come to haul that flag down," and then
I ran and took hold with one hand of the signal
halyards and demanded, "by whose authority it
was to be lowered?" and he replied "By the Brit-
ish Government." Then I told him that I was
against it in the name of the American Consul
at Singapore; he replied, "that he could not help
it, that it must come down," then he stepped
forward and pulled it down without further resis-
tance; after this he kicked it off one side as if it
was in his way and turning to me said, "Mr. Craw-
ford, do you think this will cause an American
war?" and then they signalled to the Dutch ship
to come and take charge of her, which they did
hoisting the Dutch flag.

Sworn James Crawford

Sworn & subscribed before me this 8th of May
1857 In testimony whereof, I have set to my hand
and seal of office the day & date aforesaid.

Thomas M. Adell Esq. U.S. Consul

Manuscript # 102-21 released 4/2/04

U. S. Flag Ship San Jacinto
Hong Kong, 19th March 1857

Sir,

When the Whale-boat you
procure from the Naval Store, is com-
pleted, you will send your Steer-
boat to the U. S. Naval Depot, taking
the receipt of the Naval Store keeper
for the same.

I am,

Very respectfully,
Yours obt. servt.

J. S. Armstrong

Comd'g U. S. Naval Depot
East India Station

Commander

A. H. Foster,

Comd'g U. S. Ship "Portsmouth"

U. S. Navy ship "Houquaik"
Hong Kong, March 19th 1857

Commodore James Amstrong,
Commanding U. S. Naval Force,
East India & Chinese Seas

Brooklyn, Ind. Aug. 27th 1857
Wm. Davis for action Dec. 21st 1857
H. 205.

U.S. Flag Ship San Jacinto
Hong Kong, 2^d April 1857

Sir,

The Court Martial, of which
you are the President, having finished
with the case of Michael Welsh, and
there being no further business to
bring before it, the Court is hereby
dissolved.

I am

Very respectfully
Yours Obedt. Servt.

Jas. Armstrong

Comdr. U.S. Naval Forces
East India & China Seas.

Commander

Andrew N. Foote

President of Court Martial
Sitting on board U.S. Ship "Portsmouth"
Hong Kong Harbor.

U. S. Flag Ship "San Jacinto"
Hong Kong, April 2, 1857

Commodore James Armstrong
Commanding U. S. Naval Forces
East India & China Seas.
Dissolving Court Martial

1026

No. 1. Flag Ship, *San Jacinto*
Hong Kong Bk., April 1857.

Sir,

Upon your arrival at, and during
your stay at Singapore, the United States
Consul, or some other person duly authorized
by our Government, should arrive at that
port, bearing with ^{him} the Treaty with Siam.
You are hereby authorized to open any
communication for me that he may bring
with him, take a copy of it and forward
the original to me: and you will proceed
to carry out the instructions contained
therein, unless it is required of me person-
ally to attend to the matter: - in the latter
event, you will return to this port so soon
as you have accomplished the object of
your visit to Singapore.

I am,

Very respectfully
Your obt. Servt.

Jas. Armstrong.

Com'd No. 1. Naval Forces
East India & China Seas

Commander

Andrew R. Foote,
Com'd U.S. Ship "Portsmouth"
Hong Kong

104
W. J. Thompson
Singapore

Sir

Agreeable to the order of
Armstrong, Commanding the
the East Indies and China
higher with the ship under
the purpose of obtaining for
the use of the Government of
our the facts and principles
of the barque "Henrietta"
as I am informed, after have
at sea by her Officers and me
taken possession of by the Ma
ship "Cour de Lion" on the 2
in a perilous and in a const
condition - owing to the Cap
ing missing and one man
drowned since the vessel had
was brought to this place (Sing
tion. No jurisdiction here being
authorities, and the said barque,
authority, hoisted the American
forcibly hauled down by a Port
which an armed boat crew
frigate "Pantau" was lying at
"Henrietta Maria", a flat wh
- without a register - the conce
ality, was wrested from the sal
mon law of England have a
seizure of the goods saved until

U. S. Ship Portsmouth
Singapore May 5th 1857.

Sir

Agreeably to the orders of Commodore
Armstrong, Commanding U. S. Naval forces in
the East Indies and China seas, I have come
hither with the ship under my command for
the purpose of obtaining full information, for
the use of the Government of the United States, up-
on the facts and principles involved in the case
of the barque "Henrietta Maria". This vessel,
as I am informed, after having been abandoned
at sea by her Officers and most of her men, was
taken possession of by the Master of the American
ship "Carr de Lion" on the 28th of February last,
in a perilous and in a constructively piratical
condition — owing to the Captain and Officers be-
ing missing and one mutiny, at least having oc-
curred since the vessel had left her last port, and
was brought to this place (Singapore) for adjudica-
tion. Adjudication here being declined by the au-
thorities and the said barque, having by Consular
authority, hoisted the American flag, that flag was
forcibly hauled down by a British Civil Officer
while an armed boat crew sent from the British
frigate "Polaris" was lying alongside the barque
"Henrietta Maria"; after which act the said barque
— without a register — the conclusive proof of nation-
ality, was wrested from the salvors, who by the Com-
mon law of England have a right "to retain posses-
sion of the goods saved until the proper compen-
sation

salon is made to them) and delivered to a Dutch
man of war for the purpose of being taken to
Batavia.

I respectfully request, in view of this
statement that your Excellency will furnish me
with an account of the proceedings towards the
"Rainetta Maria" while she was lying in this
port.

I have the honor to be

Very respectfully

Your Obedt. Servt

(signed) Andrew C. Foote

Commander U.S. Navy

His Excellency

Edward A. Mundy Esq.

Governor of Singapore &c &c

General No.
481, of 1857.

No. 197.

1857, May 6

From
The Governor of Prince of Wales
Island, Singapore and Malacca.

To,
Commander A. M. Foote.
United States Navy
United States Ship Portsmouth.

Dated Singapore May 6th 1857.

Sir,

I have the honor to acknowledge the receipt
of your letter of yesterday's date, informing me
that the object of your visit to this Port with
the Ship under your command, is to obtain
full information for the use of your Govern-
ment, upon the facts of the case of the
Barge 'Henrietta Maria' and requesting
that I would furnish you with an account
of my proceedings towards that Vessel while
she was lying in this Port. I beg to reply, as follows.

Or

2. On the morning of the 6 March, the arrival of the Dutch Brig *Hennietta Maria* with Chinese Coolies, was reported by the Master Attendant of the Port, and about noon of the same day, a letter was addressed by Messrs. Williams, Lethbride, & Co. as Agents for the Salvors to the Resident Councillor of the Station, requesting he would take such steps as he might deem necessary for the ends of justice, and notifying that the *Hennietta Maria* had been consigned to them by the Commander of the *Cour de Lion*. To this, a reply was sent, intimating that the Police would take charge of the Vessel, and prevent the Chinese (supposed to be on board) from communicating with the Shore. An Officer of the Marine Police with a party was placed in charge with orders to see that nothing was taken from the Vessel, and the Marine Magistrate was called upon

to take the depositions of the Crew and Salvors on board the Vessel herself. The Chinese Coolies, too numerous to be kept on board in the then filthy state of the Vessel, were landed, and kept in safe custody.

3. Before the Marine Magistrate had completed his investigation, an application was received from the Resident at Rhio on behalf of the Government of Netherlands India, for the delivery to him of the Brig *Hennietta Maria* on account of the owners, and for adjudication, in the Courts of Law at Batavia, of the claims of the Salvors, and as there was no recognized representative of the Dutch Government at Singapore, he sent up the Brig *"Hooai"*, of the Dutch Royal Navy, to receive charge of the *Hennietta Maria*, and convey her to Batavia. Shortly after the arrival of the *Hooai*, a private note was addressed by the Resident Councillor,

to Messrs. Williams & Arthur 16th intimating
to them, that the "Henrietta Maria", would
be sent to Batavia for adjudication, in
charge of the Dutch Man of War. The
grounds on which this determination was
come to, were, that the Vessel being Dutch,
the Chinese Coolies found on board, upwards
of 100 in number, had, if innocent of any
mutiny, a claim on the owners, and if
guilty, were punishable only by a Dutch
Criminal Court. In reply to this note,
a protest was received from Messrs. Williams
& Arthur 16th, and also from Mr. Arthur as
the Acting Vice Consul for the United States
of America. These being considered as merely
matters of form, to secure the claims of the
Salvors, and no reasons being assigned, either
verbally or in writing, why the "Henrietta
Maria" should not be given up to the Dutch,
the Master Merchant proceeded on board
for the purpose on the morning of the 18th
March.

March, but on reaching the Vessel, he found the
American flag hoisted on board, and was
told by the Mate of the "Cor de Lion", in a
threatening manner, that force must
be used to take down that flag. This cir-
-cumstances having been reported, a note
was addressed by the Resident Councillor
to Messrs Williams & Co, pointing
out the illegality of hoisting American
colours on board the "Herritta Maria",
and the Master Attendant was then
directed to proceed on board in a Boat from
Her Majesty's Ship "Hartau", which he did,
and stepping on board alone, he with
his own hands, and with no further show
of force, hauled down the American
flag, and the Vessel was handed over
to the Dutch Man of War, and pro-
-ceeded at once to Batavia.

No intimation that the flag

of the United States of America, had been, or would
be, listed, or heard the "Herritta Maria",
by Consular, or Vice Consular authority, was
ever given to any of the officials of this
place, and it was not till several days
subsequently that this was made known
to the Resident Councillor by the receipt of a
formal legal protest signed by Mr. Arthur
as Acting Vice Consul.

5. The "Herritta Maria" arrived
at this Port under Dutch colours - It is
true that amid the disorder caused on board
during the time the vessel was in the
hands of the Chinese Pirates, the Register
was missing, and the Safe box in which
such documents are kept on board of
Dutch ships, was found broken open.
but many other documents were on
board substantiating her nationality:
amongst others, a printed Official
Log

Log in the Dutch language - Her name
and Port (the "Herritta Maria" of
Rotterdam) were painted in large letters
on her stern, and also on the covering
of the Wheel. From the time of her
arrival in this Harbour to the time
she was handed over to the Dutch
Mare of War, the "Herritta Maria"
was as stated in the 2 para. of this
letter, in charge of the Marine Police
of this Port, and not in that of the
American Consulate.

6. In conclusion, I beg very ear-
nestly to disclaim any want of respect
to the American Flag, or to the rights
of American citizens, in the steps I
felt it my duty to take. The duly
accredited representative of your Govern-
ment, was unfortunately absent at the
time, though he returned to his post on
the

the following day, and the Gentlemen who
assured the Office was a perfect stranger
to me, nor had any intimation been made
to me of his having been nominated
Vice Consul. - If this Gentleman was
legally empowered to act as the Consul
for the United States at this Settlement,
and if he was justified in authorizing
the flag of the United States to be hoisted
on board a Dutch Vessel in this Harbour,
which Vessel was, at the time, in the
charge of the Executive Authorities of
the place, then of course I must acknowledge

that I ought to have been in error in
directing that flag to be hoisted down,
but I still trust that in what I have
done, I shall be found to have acted
neither with want of respect to your
National flag, or with any injustice
towards the interests of American
citizens, as I am bound to presume
that

that the adjudication of claims in
the Dutch Courts will be very much
the same as in our own Courts of Law.
I think it right to add
that since the return of the American
Council, which as before stated, took
place the day after the delivery of the
"*Henrietta Maria*" to the Dutch Master
of War, that Gentlemen has not
apparently deemed it his duty, to
address any representation to me,
verbal or written on the subject, and
that Mr. Arthur who visited me
for the first time on the morning of the trans-
action, pointedly refrained from any allusion to
the subject. I have the honor to be,

Yours Most Obedt^{ly} Servant.

Singapore
6 May 1857

1033

W. H. P. H. H.
Governor.

[Faint handwritten notes or signatures]

Spring House
Box of Menstruals
May 8/57

General No
481 of 1857

No 197

From
The Governor of Prince of Wales Island, Singapore
and Malacca.

To
Commander A. H. Foote
United States Navy
United States Ship "Portsmouth"
Dated Singapore May 6th 1857.

Sir,

I have the honor to acknowledge the receipt of your letter of yesterday's date informing me that the object of your visit to this Port with the ship under your command, is to obtain full information for the use of your Government upon the facts of the case of the Barque "Christina Maria" and requesting that I would furnish you with an account of my proceedings towards that vessel while she was lying in this Port. I beg to reply, as follows.

2. On the morning of the 6th March, the arrival of the Dutch Barque "Christina Maria" with Chinese Coolies, was reported by the Master Attendant of the Port, and about noon of the same day, a letter was addressed by Messrs. Williams & Arthur & Co. as Agents for the laborers to the President Council of the Station, requesting he would take such steps as he might deem necessary for the ends of justice, and notifying that the "Christina Maria" had been consigned to them by the Commander of the "Comrade Lion". To this, a reply was sent, intimating that the Police would take charge of the vessel, and prevent the Chinese supposed to be in meeting from communicating with the shore. An Officer of the Marine Police with a party was placed in charge with orders to see that nothing was taken from the vessel, and

the Marine Magistrate was called upon to take the depositions of the crew and sailors on board the vessel herself. The Chinese Coolies, too numerous to be left on board in the then filthy state of the vessel, were landed, and kept in safe custody.

3 Before the Marine Magistrate had completed his investigation, an application was received from the President at Rangoon behalf of the Government of Siam, for the delivery to him of the "Henrietta Maria", on account of the owners, and for adjudication in the Courts of law at Batavia, of the claims of the salvers, and as there was no recognised representative of the Dutch Government at Rangoon, he sent up the Brig "Kasi" of the Dutch Royal Navy, to receive the crew of the "Henrietta Maria", and convey her to Batavia. Shortly after the arrival of the "Kasi", a private note was addressed by the Resident Councilor to Messrs Williams Anthon & Co intimating to them that the "Henrietta Maria" would be sent to Batavia for adjudication, in charge of the Dutch Man of War. The grounds on which this determination was come to, were, that the vessel being Dutch, the Chinese Coolies found on board, upwards of 100 in number, had, if innocent of any mutiny, a claim on the owners, and if guilty, were punishable only by a Dutch Criminal Court. In reply to this note, a protest was received from Messrs Williams Anthon & Co, and also from Mr Anthon as the Acting Vice Consul for the United States of America. These being considered as merely matters of form, to secure the claims of the salvers, and no reasons being assigned, either verbally or in writing, why the "Henrietta Maria" should not be given up to the Dutch, the Master Attendant proceeded on board for the purpose, on the morning of the 18th March, but on reaching the vessel, he found the American flag hoisted on board, and was told

told by the Mate of the "Caronde Lion" in a threatening manner, that force must be used to take down that flag. This circumstance having been reported, a note was addressed by the Resident Councilor to Messrs Williams Anthon & Co, pointing out the illegality of hoisting American colors on board the "Henrietta Maria", and the Master Attendant was then directed to proceed on board in a boat from Her Majesty's Ship "Spartan", which he did, and stepping on board alone, he with his own hands, and with no further show of force, hauled down the American flag, and the vessel was handed over to the Dutch Man of War, and proceeded at once to Batavia.

4 No intimation that the flag of the United States of America had been, or would be hoisted on board the "Henrietta Maria" by Consular or Vice Consular authority, was ever given to any of the officials of this place, and it was not till several days subsequent, by that this was made known to the Resident Councilor by the receipt of a formal legal protest signed by Mr Anthon as Acting Vice Consul.

5 The "Henrietta Maria" arrived at this port under Dutch colors. It is true that amid the disorder caused on board during the time the vessel was in the hands of the Chinese Coolies, the Register was missing, and the tin box in which such documents are kept on board of Dutch ships, was found broken open, but many other documents were on board substantiating her nationality, amongst others, a printed Official log in the Dutch language. Her name and port (the "Henrietta Maria" of Rotterdam) were painted in large letters on her stern, and also on the covering of the wheel. From the time of her arrival in this Harbor to the time she was handed over to the Dutch Man of War the "Henrietta

told by the Mate of the "Caronde Lion" in a threatening manner, that force must be used to take down that flag. This circumstance having been reported, a note was addressed by the President Councilor to Messrs William & Co. pointing out the illegality of hoisting American colors on board the "Henrietta Maria", and the Master Attendant was then directed to proceed on board in a boat from Her Majesty's Ship "Spartan", which he did, and stepping on board alone, he with his own hands, and with no further show of force, hauled down the American flag, and the vessel was handed over to the Dutch Man of War, and proceeded at once to Batavia.

4 No intimation that the flag of the United States of America had been, or would be, hoisted on board the "Henrietta Maria" by Consular or Vice Consular authority, was ever given to any of the officials of this place, and it was not till several days subsequent to that time was made known to the President Councilor, nor by the receipt of a formal legal protest signed by Mr. Nathan as Acting Vice Consul.

5 The "Henrietta Maria" arrived at this port under Dutch colors. It is true that amid the disorder caused on board during the time the vessel was in the hands of the Chinese Coolies, the Register was missing, and the tin box in which such documents are kept on board of Dutch ships, was found broken open, but many other documents were on board substantiating her nationality, amongst others, a printed Official log in the Dutch language. Her name and port (the "Henrietta Maria" of Rotterdam) were painted in large letters on her stern, and also on the covering of the wheel. From the time of her arrival in this Harbor to the time she was handed over to the Dutch Man of War the "Henrietta

rietta Maria" was, as stated in the 2^d letter, in charge of the Marine Police and not in that of the American Consulate.

In conclusion I beg very disclaim any want of respect to the Honor or to the rights of American citizens, in what I felt it my duty to take. The duly accredited representative of your Government was absent at the time, though he returned on the following day, and the Gentleman whom the Office was a perfect stranger had any intimation been made concerning him, nominated Vice Consul - man was legally empowered to act as such for the United States at this Settlement. He was justified in authorizing the United States flag to be hoisted on board vessel in this harbor, which vessel at the time, in the charge of the Executive of the place, then of course I must myself to have been in error, in directing to be hauled down. But if still true, I have done, I shall be found to have with want of respect to your nationality, any injustice towards the interests of citizens, as I am bound to presume the satisfaction of claims in the Dutch Courts is much the same as in our own courts.

I think it right to add to the return of the American Consul, which I stated, took place the day after the "Henrietta Maria" to the Dutch Man of War. The Gentleman has not apparently deemed to address any representation to me; so

Minetta Maria was, as stated in the 2^d para. of this letter, in charge of the Marine Police of this Port, and not in that of the American Consulate.

In conclusion I beg very earnestly to disclaim any want of respect to the American flag, or to the rights of American citizens, in the steps I felt it my duty to take. The duly accredited representative of your Government was unfortunately absent at the time, though he returned to his post in the following day, and the Gentleman who assumed the Office was a perfect stranger to me, nor had any intimation been made to me of his having been nominated Vice Consul. If this Gentleman was legally empowered to act as the Consul for the United States at this Settlement, and if he was justified in authorizing the flag of the United States to be hoisted on board a Dutch vessel in this harbor, which vessel was, at the time, in the charge of the Executive Authorities of the place, then of course I must acknowledge myself to have been in error, in directing that flag to be hauled down. But I still trust that in what I have done, I shall be found to have acted neither with want of respect to your national flag, or with any injustice towards the interests of American citizens, as I am bound to presume that the adjudication of claims in the Dutch Courts will be very much the same as in our own Courts of law.

I think it right to add that since the return of the American Consul, which as before stated, took place to day, after the delivery of the Minetta Maria to the Dutch Man of War, that Gentleman has not apparently deemed it his duty to address any representation to me, verbal or written,

on

on the subject, and that Mr. Anthony who waited
on me for the first time on the morning of the
transaction, pointedly refrained from any allu-
sion to the subject.

I have the honor to be,
Sir,

Your most Obedt. Servant
(signed) E. W. Blundell
Governor

Singapore
6th May 1857.

Mr. Nathan who waited
on the morning of the
dained from any allu-

honor to be,

Obed's Servant
W. Blundell
Governor

For
an account of the
the Maria from
of the sailors, and
of war by the loca
ate the prom pene
and the good spirit
erica's interests, a
principles, and in
poundance over d
sions on your pa
is my duty again
the the
you say that the
for the station
would take the
Marine police, it
dent to see that
fifth paragraph
in this harbor
man of war the
and paragraph
of his fort, and
On these points
sence between the
Consul Nathan
Councillor on the
case of the Maria
were one hundred

304
U. S. Ship Potomac
Singapore roads. May 8th 1857

Sir

Your letter of the 6th instant furnishing me with an account of the proceedings towards the *Barque Henrietta Maria* from the time of her arrival in this port in charge of the saloons, until she was given into possession of a Dutch man of war by the local authorities, has been received. I fully appreciate the promptness of your reply, the full information it contains, and the good spirit manifested towards the American flag and American interests. But as the case is one involving important principles, and as it appears from the copy of a relevant correspondence now before me, that there has been a misapprehension on your part, on several several important points, it is my duty again to address your Excellency on the subject.

In the second paragraph of your communication, you say that the Resident Commissaire intimated to the agents for the saloons, Messrs Williams Anthony & Co., that "the police would take charge of the ship," &c. and that "an Officer of the Marine police, with a party, was placed in charge, with orders to see that nothing was taken from the vessel." In the fifth paragraph you say: — "From the time of her arrival in this harbor to the time she was handed over to the Dutch man of war the *Henrietta Maria* was, as stated in the second paragraph of this letter, in charge of the Marine police of this port, and not in that of the American Consulate."

On these points I remark: — From the copy of the correspondence between Messrs Williams Anthony & Co. and Acting Vice Consul Nathan and the Hon. H. Somerset M^{rs} Tenzie, Resident Commissioner, on the part of the agents for the saloons, to have the case of the *Henrietta Maria* investigated immediately as there were one hundred Chinese coolies on board and "as nothing

definite

definite can be ascertained as regards the missing Captains and Officers, and we fear the ends of justice may be frustrated should any of the Coolies escape from the vessel as she now lies in the harbor." To this letter the Resident Councillor replies: — "I have to inform you that instructions have been given for two gun boats to guard the 'Henrietta Maria', and not to permit any Chinamen to approach or leave without the written permit of the Officer on board." The Marine Magistrate has been ordered to proceed on board forthwith and investigate the case. "I have to request you to render him every assistance in examining the ships books &c."

From this correspondence, as well as from the fact of the entire withdrawal of the police force from the vessel soon after the Coolies had been landed, and especially as the papers, excepting the missing register, were retained at the American Consulate, it appears that the vessel remained under Consular direction in charge of Mr. Crawford, the Chief Officer of the 'Ceur de Lion' who had brought her into this port, and that she was not at any period in charge, but merely received protection from the police authorities for a limited period and for a specific purpose.

The first part of the third paragraph of your letter refers to an application sent from the Dutch Resident at Batavia on behalf of the government of the Netherlands India for the delivery of the barge 'Henrietta Maria' for adjudication in the Courts of law at Batavia &c. Also to a private note of the Resident Councillor to Messrs Williams Anthony & Co, and to the protest of this firm.

Had your Excellency personally supervised or minutely examined into this case, I am quite confident, with the highest legal authorities of England and America on the subject of salvage before you, that the barge 'Henrietta

rietta Maria, irrespective of the question of her nationality, would have been placed in the Vice Admiralty Court of Singapore for final adjudication. In addition to the opinion of Robbott, the English authority cited in my letter to you of the 5th instant that by the Admiralty law of England the salvor is entitled to retain possession of the goods saved until a proper compensation is made to him for his trouble, a high American authority (Story) says: — "As soon as they (any persons at sea) take possession of property for the purpose of saving it, or if they find a ship wrecked at sea, or if they recapture it, or if they go on board a ship in distress and take possession with the assent of the Master or other person in possession, they are deemed bona fide possessors, and their possession cannot lawfully be displaced. They have a lien upon the property for their salvage, which the laws of all maritime countries will respect and enforce."

As to the authority of an Admiralty Court to decide a case of salvage where the foreign interests meet in an English Court, the legal authorities already quoted together with many others, not only show the law to be clear upon the point, but in addition I would refer to the late case decided by the Vice Admiralty Court in Hong Kong, in re "Moonsoon", where salvage was awarded when the parties were Americans and Peruvians. In this case the point was raised that the saved property and owners thereof and salvors being all foreigners, the Vice Admiralty Court had no jurisdiction, but the Chief Justice overruled the objection and salvage was awarded.

Messrs Williams Anthony & Co, and acting Vice Consul Nathan Canning, that a grievous wrong would be done the salvors in case the 'Henrietta Maria', as intimated in the letter of the Resident Councillor on the 7th of March last, should be transferred to the Dutch and sent to Batavia for adjudication, they entered their protests, as will be seen by the letter from them dated

ards the missing Captain
of justice may be pre-
sented from the vessel as
this letter the President
inform you that instructions
to guard the "Ben-
jamin" to ap-
permit of the Officer on
to has been ordered to
investigate the case. In
every assistance in ex-
pendance, as well as
removal of the police force
which had been landed
accepting the missing re-
mains. Conclude, it ap-
under Consular direc-
the Chief Officer of the
her into this port, and
exchange, but merely
which authorities for a
his purpose. -
the third paragraph
instruct from the Dutch
government of the Netherlands
the barque "Kinnikinnick"
of law at Batavia &c.
at Councilor to be
ist of this form.
my personally as per-
me, I am quite confident,
England and America
and that the barque "Ben-
rietta

rietta Maria, irrespective of the question of her nationality,
would have been placed in the Vice Admiralty Court of
Singapore for final adjudication. In addition to the opin-
ion of Robb, the English authority cited in my letter to
you of the 5th instant that by the Admiralty law of Eng-
land the salvor is entitled to retain possession of the goods
saved until a proper compensation is made to him for his
trouble, a high American authority (Story) says: -
"As soon as they find persons at sea, take possession of
property for the purpose of saving it, or if they find a
ship wrecked at sea, or if they recapture it, or if they go
on board a ship in distress and take possession with the
assent of the Master or other person in possession, they are
deemed bona fide possessors, and their possession cannot law-
fully be displaced. They have a lien upon the property for
their salvage, which the laws of all maritime countries will re-
spect and enforce."

As to the authority of an Admiralty Court to decide
a case of salvage where the foreign interests meet in an English
Court, the legal authorities already quoted together with many
others, not only show the law to be clear upon the point, but in
addition I would refer to the late case decided by the Vice Ad-
miralty Court in Hong Kong, in re "Moonsoon", where salvage
was awarded when the parties were Americans and Peruvians.
In this case the point was raised that the saved property and
owners thereof and salvors being all foreigners, the Vice Ad-
miralty Court had no jurisdiction, but the Chief Justice overruled
the objection and salvage was awarded.

Mr. Williams, Anthony & Co. and acting Vice Consul
Anthony Condevising that a grievous wrong would be done the sal-
vors in case the "Kinnikinnick" Maria, as intimated in the letter
of the President Councilor on the 7th of March last, should be
transferred to the Dutch and sent to Batavia for adjudication,
they entered their protests, as will be seen by the letter from them
dated

dated 17th March
a copy of which
pose of expressing
opinion of the
property, from a
cation, and this
for their claim
otherwise what
the manner by
of which, high
might to be sole
be awarded in
was first carried

letter you state, in
board and finding
the "Kinnikinnick"
dent Councilor to
illegality of her
Maria. This is
and to inform
tion whatever from
the illegality of her
rietta Maria. In
letter from the Pres-
he says: - "As you
be given over to
merely being a sal-
I know see the same
bottom, thus imper-
I think it right
an act of piracy
that the President
acknowledge Mr.

dated 1st March 1857 addressed to Mr. Nathan as Vice Consul, a copy of which (marked A) is enclosed herewith, for the purpose of expressing, in the strongest terms in their power, their opinion of the illegality and the injustice of such transfer of property from a disinterested to an interested court for adjudication; and this without giving to the salvors any legal security for their claim in the event of the loss of the vessel by sea, or otherwise while on her passage to Batavia; to say nothing of the manner by which the property was wrested from the salvors of which, high legal authorities already cited, show them in right to be sole proprietors till their claim for salvage should be awarded in the Vice Admiralty Court where the vessel was first carried.

In the latter part of the 3rd paragraph of your letter you state, in reference to the Master Attendant going on board and finding the American flag flying at the peak of the "Consettia Maria" that "a note was addressed by the President Councillor to Messrs. Williams Nathan & Co. pointing out the illegality of hoisting American colors on board the "Consettia Maria". This is probably a mistake, as Messrs. Williams Nathan and Co. inform me that they have received no communication whatever from the President Councillor in reference to the illegality of hoisting the American flag on board the "Consettia Maria". The acting Vice Consul Nathan, received a letter from the President Councillor, of the 1st March, in which he says: "As you mention the "Consettia Maria" will not be given over to her rightful owners the Dutch, Mr. Crawford merely being a salvor, not the claimant of a derelict, and as I have seen the American flag has been hoisted on a Dutch bottom, thus implying that she is a seizure of U. S. property, I think it right to inform you that it is tantamount to an act of piracy &c.". From this letter it would appear that the President Councillor did, by implication at least, acknowledge Mr. Nathan as acting Vice Consul; and having

acknowledged

acknowledging
having info
has authorized
the Honorable
Acting Vice
should have
Consular of
1915 between
days! —
first that in
leaves or goes
according to
sed or even
to the other to

(marked B)
permission
ican flag to
that an arm
alongside of
in anticipa
ing) the ship
haul down
their opposite
handed over
in her char

want of resp
American c
official con
lines, as well
the British
the ship, or
had no idea

acknowledged him as such and the master Mr Crawford having informed the Master Attendant that he had Consular authority for hoisting the American flag at the peak of the "Kewinetta Maria" it would seem that the conduct of Acting Vice Consul Anthon, if piratical as was intimated, should have led the authorities here to suspend him from Consular functions - Agreeably to Art 17 of the Treaty of 1815 between the United States and Great Britain, which says: - "And it is hereby declared to be lawful and proper that in case of illegal or improper conduct towards the laws or government, a Consul may either be punished according to law, if the laws will reach the case, or be dismissed or even sent back - the offended government signing to the other their reasons for the same."

From the enclosed copy of an affidavit (marked B) it appears that after Mr Crawford had refused permission to the Master Attendant to haul down the American flag then flying at the peak of the "Kewinetta Maria" that an armed boat with the Master Attendant was sent alongside from the British frigate "Spartan", and that in anticipation of this force being used in case of resisting the British civil officer, that Officer was permitted to haul down the American flag, which he did without further opposition, after which act the "Kewinetta Maria" was handed over to the Dutch man of war, and proceeded in her charge to Batavia.

In the 6th paragraph you disclaim any want of respect to the American flag, or to the rights of American citizens &c. I am quite satisfied that your official conduct in this matter was actuated by high motives, as well as that of Mr William Hoole, Captain of the British frigate "Spartan", who promptly came on board this ship, on the day of our arrival, assuring me that he had no idea of reflecting upon the American flag or damaging

acknowledged him as such and the mate Mr Crawford having informed the Master Attendant that he had Consul-
lar authority for hoisting the American flag at the peak of
the "Henrietta Maria" it would seem that the conduct of
Acting Vice Consul Anthon, if piratical as was intimated,
should have led the authorities here to suspend him from
Consular functions - Agreeably to Art 4th of the Treaty of
1815 between the United States and Great Britain, which
says: - "And it is hereby declared to be lawful and pro-
per that in case of illegal or improper conduct towards the
ships or government, a Consul may either be punished ac-
cording to law, if the laws will reach the case, or be dismiss-
ed or even sent back - the offended government signifying
to the other their reasons for the same."

From the enclosed copy of an affidavit
(marked B) it appears that after Mr Crawford had refused
permission to the Master Attendant to haul down the Amer-
ican flag then flying at the peak of the "Henrietta Maria"
that an armed boat with the Master Attendant was sent
alongside from the British frigate "Spartan", and that
in anticipation of this force being used in case of resist-
ing the British civil Officer, that Officer was permitted to
haul down the American flag, which he did without fur-
ther opposition, after which the "Henrietta Maria" was
handed over to the Dutch man of war, and proceeded
in her charge to Batavia.

In the 6th paragraph you disclaim any
want of respect to the American flag, or to the rights of
American citizens &c. I am quite satisfied that your
official conduct in this matter was actuated by high mo-
tives, as well as that of Sir William Hood, Captain of
the British frigate "Spartan", who promptly came on board
this ship, on the day of our arrival, assuring me that he
had no idea of reflecting upon the American flag or
damaging

damaging our interests in the least degree by sending the
boat as requested by the authorities alongside the barge
"Henrietta Maria". In the same paragraph of your
letter reference is made to the acting Vice Consul being
unknown to you personally, and that you had no knowl-
edge of his appointment from Mr Biddle. Mr Biddle
informs me, as the copy of the enclosed letter (marked C)
will show, that in calling on you to take his leave he
verbally announced that he had appointed Mr Anthon
as Vice Consul during his absence. I have myself seen the
appointment of Mr Anthon, and had a question then
as to his authority, so to act in the absence of Mr Biddle,
appointment authorizing that right would have been pre-
sented.

In the concluding paragraph of your letter
you refer to Mr Biddle on his return not addressing any
representation to you, verbal or written, on the subject of
the "Henrietta Maria", Mr Biddle informs me by the en-
closed copy of the letter (marked C) that his reasons for
not referring to the matter were, in brief, that the Vice
Consul had already made the protest: his acts had been
ignored by the authorities, and all was done in the cases
that could be done, and that nothing was left for him
but to approve the course of the Vice Consul, and to for-
ward an account of the transaction to his Government.

While it is not, strictly speaking, in the
province of the Commander of an American man of war
to enter upon a discussion and pronounce an opinion on
the proceedings of a foreign government, yet when such
proceedings are considered as involving the rights of the
citizens and the flag of the United States, and when it is
shown by the highest authority that the obligation of ad-
judication and of protection to sailors is imposed upon
the sovereignty into whose admiralty waters a rescued ves-
sel

damaging our interests in the least degree by sending the boat as requested by the authorities along side the barque "Christiana Maria". In the same paragraph of your letter reference is made to the acting Vice Consul being unknown to you personally, and that you had no knowledge of his appointment from Mr Biddle. Mr Bradley informs me, as the copy of the enclosed letter (marked C) will show, that in calling on you to take his leave he verbally announced that he had appointed Mr Anthon as Vice Consul during his absence. I have myself seen the appointment of Mr Anthon, and had a question thereupon as to his authority, so to act in the absence of Mr Biddle, the appointment authorizing that right would have been presented.

In the concluding paragraph of your letter, you refer to Mr Biddle on his return not addressing any representation to you, verbal or written, on the subject of the "Christiana Maria". Mr Biddle informs me by the enclosed copy of the letter (marked C) that his reasons for not referring to the matter were, in brief, that the Vice Consul had already made the protest: his acts had been ignored by the authorities, and all was done in the case that could be done, and that nothing was left for him but to approve the course of the Vice Consul, and to forward an account of the transaction to his Government.

While it is not, strictly speaking, in the province of the Commander of an American man of war to enter upon a discussion and pronounce an opinion on the proceedings of a foreign government, yet when such proceedings are considered as involving the rights of the citizens and the flag of the United States, and when it is shown by the highest authority that the obligation of adjudication and of protection to salvors is imposed upon the sovereignty into whose admiralty waters a rescued vessel

is carried, and when the salvors have their interest forcibly transferred to another power, and when the flag of the United States by consular authority is displayed over such interest (a vessel without a register and in a constructively piratical state as exhibited in the enclosed copy of deposition (marked B) as the last and strongest protest) and then that flag hauled down by a British civil officer, I do consider it to be a duty to remonstrate and to protest against such proceedings, and accordingly I do remonstrate and enter my solemn protest against the course which the authorities of Singapore have adopted in the case of the barque "Christiana Maria".

I have the honor to be
Very respectfully

Yours Obedt servt,
(signed) Andrew H. Scott
Commander U. S. Navy

His Excellency
Edward A. Mendell Esq.
Governor of Prince of Wales Island,
Singapore and Malacca.

Consulate of the United States.
Singapore, 8th May 1857.

To
Commander F. H. Porter.
U. S. Portsmouth.

Sir,

In reply to your letter of this date I beg leave to mention that it seems to have escaped the memory of his Excellency the Governor that on the morning of my departure for Penang, on an official visit, I formally paid him my respects and taking leave explicitly stated that I left my fellow Countryman Mr. Anthon in charge of the Consulate till my return and hoped that he would facilitate him therein. To this I understood his Excellency consented to agent. I have now delivered to Mr. Anthon a formal certificate nominating him Vice Consul for the time being which whenever demanded would have been produced.

In answer to your second interrogatory allow me to observe that upon my return I promptly waited on the Governor who was then unable

to receive me, but appointed by note the follow-
ing day, when I stated as clearly as I could that as
an extensive correspondence on the subject, hav-
ing just closed between the Government of Eng-
land and Mr. Anthon and he having filed pro-
tests both as Vice Consul of the United States
and for the private interests of our citizens suf-
fering from said action & not without some inquiry
the vessel had been delivered to the Dutch author-
ities and our flag hauled down, that I consid-
ered that as Consul my only duty was to report the
case succinctly to the Government of the United
States enclosing it all the correspondence and
submitting to its disposal any further pro-
ceedings.

I have the honor
to be

your obedient servant
(sd.) Thomas Biddle Jr.
United States Consul.

C.

U. S. S. "Palmouth"
Singapore 8th May, 1857.
Thomas Biddle, Esq.

Counsel of the United States of America,
for Singapore & its Dependencies.

Sir,

I am informed in a communication dated the 6th inst addressed to me by the Hon. the Gov^r of Singapore in reference to the case of the Barque "Henrietta Maria," that no intimation had been made to him of Mr. Nathan's having been nominated as Vice Consul during your temporary absence on official business at Penang, but ~~that~~ he was a perfect stranger to him.

And secondly, that upon your return you had not apparently deemed it your duty to address any representation to him verbal or written on the subject.

I shall deem it a favour if you will inform me particularly concerning this as I am replying to the Governor's letter.

I am, very Respectfully
Your obt. Serv^t
Andrew H. Foster.

Consulate of the United States.
Singapore, 1st July 1857

I certify the above and foregoing
to be true copies.

In testimony whereof I have here-
unto affixed my hand & official
seal the day & date aforesaid



Thomas Biddle
United States Consul.

U. S. Flag Ship "San Jacinto",
Hong Kong, May 11th 1857

Sir,

Enclosed herewith you will
receive an extract from a Communication
received by me from the Hon. Secretary
of the Navy, in reference to the difficulties
with the Chinese Authorities.

You will please cause the
same to be read to the Officers, Seamen
and Marines under your Command, on
the Quarter Deck of your Ship at a General
Musters.

I am,

Very respectfully,
Your Obedt. Servt.

J. B. Armstrong

Comd'g U. S. Naval Forces
East India Station

Commander

Andrew H. Foote
Comd'g U. S. Ship "Portsmouth"

U. S. Flag Ship "San Jacinto"
Hong Kong, May 11th 1857-

Enclosed herewith you will
receive a communication
from the Hon. Secretary
reference to the difficulties
of Authorities -
I will please cause the
same to be read to the Officers, Seamen
under your command, on
board of your ship at a general

I am,

Very respectfully,
Your Obedt. Servt.

J. B. Armstrong

Comdr. U. S. Naval Forces
East India Station

Recd. H. B. Photo
Ship "Portsmouth"

General M
523 of 1857

General No
523 of 1857

4th
No 208

From
The Governor of Prince of Wales Islands
Singapore and Malacca
To
Commander N. H. Foote
United States Navy
United States Ship "Portsmouth"

Dated Singapore 20 May 1857

Sir,

I had the honor of receiving your letter of the 8th instant at Malacca. I am glad to find you are satisfied that no intentional disrespect was ever contemplated towards the American flag with regard to the transfer of the Barque "Consuelo Maria" to the Dutch authorities. I always considered myself responsible to the sailors for the eventual attainment by them of a fair salvage in the Dutch Court of Law, and I deemed the Dutch Government of Netherlands India to be equally responsible to me for the same. This responsibility is fully admitted by the Government of Java, as will be seen from the annexed translation of an extract from a letter addressed to me in French, by his Excellency the Governor General of Netherlands India.

I think it right to inform you, with reference to the deposition of Mr. Crawford made before the Consul of the United States, copy of which was enclosed in your letter under

General No
523 of 1857

4th

No 208

From
The Governor of Prince of Wales Islands
Singapore and Malacca
To
Commander N. H. Foote
United States Navy
United States Ship "Fortsmouth"

Dated Singapore 20 May 1857

Sir,

I had the honor of receiving your letter of the 8th instant at Malacca. I am glad to find you are satisfied that no intentional disrespect was ever contemplated towards the American flag, with regard to the transfer of the Barque "Olivier Maria" to the Dutch authorities. I always considered myself responsible to the salvers for the eventual obtainment by them of a fair salvage in the Dutch Courts of Law, and I deemed the Dutch Government of Netherlands India to be equally responsible to me for the same. This responsibility is fully admitted by the Government of Java, as will be seen from the annexed translation of an extract from a letter addressed to me in French, by his Excellency the Governor General of Netherlands India.

I think it right to inform you, with reference to the deposition of Mr. Crawford made before the Consul of the United States, copy of which was enclosed in your letter under

1018

under acknowledge
the Master Attenda
kicked aside the fl
on board the Barq
he admits that he
in order that it may

I have

Yours

(signed)

Singapore
20 May 1857

208

of Prince of Wales Island
and Malacca

in N. H. Foote
States Navy
of States Ship "Portsmouth"

Singapore 20 May 1857

at the hour of receiving your
tant at Malacca - I am
are satisfied that no inten-
was ever contemplated to-
can flag with regard to the
Barge "Henrietta Maria" to
cities, I always considered
to the sailors for the event-
by them of a fair salvage in
of Law, and I deemed the
of Netherlands India to be
to come for the same - This
fully admitted by the Govern-
will be seen from the annexed
tract from a letter addressed
by his Excellency the Gover-
Netherlands India,
it is right to inform you,
the deposition of Mr Crawford
Consul of the United States,
is enclosed in your letter
under

under acknowledgement, that Mr Vaughan
the Master Attendant wholly denied having
kicked aside the flag, which he hauled down
on board the Barge "Henrietta Maria", but
he admits that he removed it with his foot,
in order that it might not be trampled upon.

I have the honor to be,
Sir,
Your most Obedt Servant
(signed) C. W. Blundell
Governor

Singapore
20 May 1857

under acknowledgement, that Mr Vaughan
the Master Attendant wholly denied having
kicked aside the flag, which he hauled down
on board the Barque "Comet" Maria, but
he admits that he removed it with his foot,
in order that it might not be trampled upon.

I have the honor to be,

Sir,

Your most Obedt Servant
(signed) C. W. Brundell
Governor

Singapore

30 May 1857

Translation of Extract from a letter ad-
dressed by His Excellency the Governor General
of the Netherlands India to the Governor of the
Straits Settlements under date 9th May 1857

"You may feel assured, Sir, that
those who have claims to salvage for having
brought the "Comet Maria" to a safe
Port, will be dealt with under the laws of
this Government with the fullest equity,
and with all possible dispatch"

True Copy

(signed) H. A. McNair
Officiating Secretary to the Governor.

a letter ad-
vornor General
vornor of the
9th May 1857

Sir, that
ge for having
to a safe
the laws of
ist equity,

Nair
Governor.

Sir
The
this days date
of the 8th inst
ter of the 8th inst
find the lang
that although
Williams Hoo
hostility or dis
American inter
ter of protest
as well as imp
committed me
"Harrietta M

His Excellency
Edward M
Governor
Sir

5th

U. S. Ship Portsmouth
Singapore May 20th 1857.

Sir

I have just received your letter of this days date, acknowledging the receipt of mine of the 8th instant at Malacca.

I wished to convey the ideas in my letter of the 8th inst, and which I believe you will find the language of the letter itself sustaining, that although fully acquitting you and Sir Williams Hoste personally from any feeling of hostility or disrespect to the American flag or American interests, that nevertheless, as my letter of protest shows, an indignity to the flag, as well as injustice to the sailors, had been committed in the proceedings towards the barge "Henrietta Maria".

I have the honor to be
Your Excellency's
most Obedt Servt

Commander W. H. M.

His Excellency
Edward A. Mundy Esq
Governor of Prince of Wales Island,
Singapore and Malacca.

Manuscript # 1049 received 5/10/64 H.W.

Longfellow H. K. June 13. 1857

My dear John

It is decided that we leave this m. for 10/6
for some place unknown. I guess the intention
we stop, unless a delay or a day can not survive, being
let me conclude from MacArthur's Table - The Commodore
is quite surprised, it would, also, and our sick
list is beginning to look up out of its tears - Hence,
you perceive that a change of our mind does not
help us out of it, it is a surprise at the prospect
of leaving the ship - but we will go on the
point of going to Amoy to look up the ship as much
as possible, but when we can - but she has a right
the night before we can be sure, and I think we must
go on in a hurry - Two days ago however we were
very firm to get ready for sea, without saying for what
direction, and ready will be ready on Monday, some
of the supplies, some time, having to be purchased.
I suppose you know all about that part of your
same luck of "Hercules" at Formosa - if you don't, I'll
not tell you - for I know nothing about it, not one
word - though it is talked about ashore - that
Hercules, who has not been seen in H. K. since your
departure, went to the island and visited the last
July somewhere in that island and has been
seen there - this is the last news - but I suppose
you will have all the details of the affair within five
minutes of the news - What folly is it where
such authority comes from? - what is the advantage

Island to us, which has not a single harbor that
anchor in safety, the three small craft of
agreed on - and which has not then arrived
or it - I can not perceive the drift or bearing
is more, if it be really so -

The Perry's and the other parties named were
as being appointed to go in and the day, and
one of them to find it is no measure of the
of which is in about the same time
of the latter made, and having some
and might be the former, though I
know that the Perry's and the other parties
to find out of the way the things here,
craft being the first.

I am very much pleased with your trip to Lima,
left with for the time, my own and a few others
numerous friends here and your offer about you
I should have very much enjoyed
Henderson's friends and the other
of the Perry's and the other parties
of the Perry's and the other parties

A. H. Foster
S. Ship Portsmouth
Hong Kong

of 15. We were enlightened then the first
in the morning up and will be off by noon
in a strong fresh breeze, and said to
be usually exposed to light by the sailors
of the Perry's and the other parties
of the Perry's and the other parties
of the Perry's and the other parties
of the Perry's and the other parties

U. S. Flag Ship San Jacinto
Hong Kong, 1st June 1857

Sir,

On your arrival at this port, with
the U. S. Ship "Portsmouth" under your command,
you will fill up with provisions and stores
of every description, and should it be desired,
our Consul at Hong Kong, desire it you will
proceed in the "Portsmouth" with him to that port,
and after having landed him, will proceed
to Foo-Chow.

On your arrival at Foo-chow you
will select a safe anchorage for your ship
and will remain there until you receive
further instructions from me. It is my
desire to keep the "Portsmouth" at anchor in
fresh water until I can hear from the
Department its intentions in regard to her.

During your stay at Foo-chow you
will afford all the protection in your power
to the Citizens of the United States and their
Commerce, but at the same time, will be
cautious to avoid, in the least degree, interfering
in the difficulties said to exist at that port
between the Portuguese and the Chinese.
Should an outbreak occur on shore you
will not land any forces from your ship and
distribute them among the American Houses.
But will be careful to give the necessary
notice to our Citizens that they are to seek
refuge on board the "Portsmouth."

I am, very respectfully,
Yours obt. Servt.

Commander
A. H. Foote
Comd'g U. S. Ship
"Portsmouth"

J. S. Armstrong
Comd'g U. S. Naval Forces
East India China Seas.

Leone, Giovanni, 1891-1900
of the first of the first of the first

the ship "Portsmouth"
Hongkong, China, 27th 1857
Dear Sir, On our arrival at this port yesterday, after a passage of ten days from Shanghai, the direct steamer of the 18th instant, saying "should be Bradley, and General as being for" please if you will proceed in the "Portsmouth" with him to that port, and after having landed him, will proceed to Foochow.
On your arrival at Foochow you will select a safe anchorage for your ship and will remain there until you receive further instructions from me. It is my desire to keep the "Portsmouth" at anchor in fresh water, until I can hear from the ^{intending} Lieutenant in regard to her.
From the enclosed letter of Mr. Bradley you will perceive that he informed the State Department previously to leaving the United States, that he should proceed to Shanghai before going to Ningpo, and that therefore under your orders to take him to Ningpo if he desires it, take him to Shanghai. I am the more constrained to do this for the purpose of having an interview with you personally.

personally, with reference to the condition of this ship; the inefficiency, if not the unsafety of which, arising from the loss of her copper, may be inferred from the copies of letters enclosed from the 1st Lieutenant and Carpenter, as well as from this my own communication.

It is now not quite six months since we discovered that the copper was off the ship's bottom in any quantity, a period of time in which, experienced and intelligent ship masters and others here inform me, is the extent to which a vessel can safely go without copper, where the currents are so dis-tracting as they have proven to be in these seas and in these rivers. It was not until our passage to Singapore, in April, that my attention was called to the loss of copper on the port side of the ship, which had been materially increasing, although while in Shanghai, as reported to you under date of February 6, I ordered the ship's bows up in the mud, and, by careening, had replaced sixteen sheets of copper off on the starboard bow, from the water line to half the distance of the stem and keel.

The Levant has already been docked at Shanghai, while her copper and that of this ship was unquestionably started

when we were aground in the Canton river during our service there last autumn. This, I repeat, although admitting our fastidiousness, these the Levant's crew as easily taken into the docks as that vessel, as I have mentioned to Captain Smith of the Levant and to the Superintendent of the docks, that there is a far greater depth of water in Shanghai than at the time the Levant was docked, besides, even in the case of the ship, even to the depth of the Levant, she could easily be buoyed up by water caulked. This being the case, and the efficiency of the absolute safety of the ship, being thus readily secured, and as it will be necessary to replace the copper and examine the ship's bottom before she leaves the station, I respectfully request that she may now be docked at Shanghai, or that you will now order a survey upon the vessel.

As an officer entrusted by the Government with the Command of a valuable vessel, with her crew, I deem it to be my imperative duty to call your attention, as I have here done, to the condition of the vessel and to the probability of her being docked and thoroughly examined; and also to state officially, in writing, in reference to the second paragraph of your letter quoted herein, as I have already done

verbally told this ship, with her great draft
larger than of any man-of-war which
as concluded so far the river basin, started
in February last, and was exposed to a
total loss while going up to the Pagoda
Anchorage, - which is nine miles distant
from Foo-chow, and that I should not if
again ordered to Foo-chow think of letting
the vessel up the river at all, unless specially
ordered to, even to do so, I see my report of
March 17th as it would involve the hazard
of losing the ship, - there having been four
ships of this size lost within that vicinity
in a short period of time, but that I should
anchor either at the island of the White Dogs
or at Sharp Peak at the mouth of the
river, until the typhoon season was com-
menced, rendered anchorage unsafe
at those places.

Jan. 1. 20/10. Letter
to Commodore in Dublin

~~10~~
Manuscript # 105-56 Relanted 10/30/64 HCU

U. S. Flag Ship "San Jacinto."
Shanghai, China, 20 August 1857.

Commander Andrew K. Foote,
Commanding U. S. Ship "Portsmouth."
Shanghai Harbor.

Sir,

So soon as the U. S. Ship "Portsmouth,"
under your Command, is, in every respect,
ready for sea, you will proceed in her to
Simoda, Japan.

You will not take the "Port-
smouth" into the inner harbor at Simoda
as in the event of a blow, or gale, the
anchorage there is unsafe for all vessels;
there being neither good holding ground
nor room to heel chain without much
risk of the Ship's grounding. You will,
therefore, anchor in her in the outer
roads where, in case of a blow, you will
be enabled to get underway and stand
out to sea.

On your arrival at Simoda
you will please make enquiry in relation
to the Coal and Coal Mines, and request
Mr. Harris, our Consul General, to get all
information in relation to it in his
power, as it may be an object of great
interest to our Country and its Commerce
to get its locality, its accessibility to Ships
and its probable amount of supply,
cost &c. &c. That which we produced
there, the last summer, to all appearances
surface coal and the half of it coal dust,
proved to be the best Steam Coal that

- Me

We have found during our present cruise.
Now will please, if you have the time and
opportunity, make an examination of
the Harbor of Simoda, of its capacity,
its holding ground, and its safety for
vessels when the South or other winds
blow strong. You will remain at
Simoda no longer than is absolutely
necessary for the above purposes.

On leaving Simoda you will
proceed to Hackodadi, get all the
information in your power relating
to our Citizens in that quarter, and
their trade, the Whaling interest and
on all subjects of interest to our Country
and Countrymen, and will render
to them any assistance that you
may have in your power consistent
with your other duties.

On leaving Hackodadi you
will proceed to Hong Kong, where I
shall expect to meet you about the
20th of October, and not later than
the 1st of November.

Wishing you a pleasant cruise

I am, Very respectfully

Your Obedient Servant

J. S. Armstrong

Room 9th U. S. Naval Force
Hackadia China Sea.

Edward F. Johnson
(August 29, 1907)

Information

U.S. Flag Ship San Jacinto.
Shanghai, August 21st 1857

Sir

I enclose herewith for you will
receive the finding and sentence of
the Court Martial in the cases of
Thos. Daly, Ldg. Ma. Lye, Ldg. George
Davids, P. Michael Kelly, P., James
Chappell, Ldg. John Drinnidy, P. Marine
Bennis McLeathly, P. Marine, and
Thomas McLean, P. Marine, which
finding and sentence you will see
carried into execution forthwith.

I am,

Very respectfully
Yours Obedt. Servt.

J. Amstrong
Comd'g U.S. Naval Forces
East India Station

Commander
A. H. Foote
Comd'g U.S. Ship Intemouk
Shanghai Harbor.

Consul No.
952/1857

Copy
No 560

From

The Governor of Prince of Wales Is-
lands, Singapore and Malacca,

To

J. Widdell Junr Esqr
Consul of the United States of America,

Dated Singapore 12th Febr. 1857

Sir

The subject of the delivery of the
Barge "Henrietta Maria" into the charge of
the Dutch Authorities in the month of March
last having been submitted to the Law Officer
of the Government of India, I have the honor
to acquaint you that he has given it as his
opinion that the British Authorities at Singa-
pore, through a misapprehension of the true posi-
tion of the salvors, have acted erroneously and
illegally towards them in dispossessing them
of the Barge and delivering it over to the
Dutch authorities

It is my duty therefore to acquaint
you and through you the salvors of the Barge
"Henrietta Maria," that this Government has pro-
posed to make good to them such amount
of compensation as may be decided on in the
Court of Justice, as being due for the salvage
of the barge, and for any subsequent injury
caused by the transfer of the vessel into the
hands of the Dutch Authorities. I have the
honor

now therefore to suggest either that legal
steps be taken to bring the matter before
a court for decision, or if preferred that
the subject be submitted to the Hon. the
Governor by the way of Arbitration.

The questions so to be submitted,
understand to be as follows.

1st The amount of salvage that would
have been awarded to the salvors
had the case been brought before
the Court in April last, and
2^d The amount of compensation for
any injury suffered by the sal-
vors by the transfer of the barge
to the Dutch authorities.

I have the honor to be

Sir

Yours most obedient servant
(signed) C. J. Windt
Governor

Singapore

15th September 1854.

Consulate of the United States
Singapore 16th Sept 1854.

Certify the above and foregoing
to be a true copy

(signed) Thomas W. Biddle
United States Consul

U.S. Sloop Ship "San Jacinto"
Hong Kong, Nov. 12, 1857

Sir,

Our Minister to China, the Hon.
Mr. B. Reed, having requested me
to place one of the Sloops of War of this
Squadron at his disposal, for the
purpose of paying his respects in
person to the Baron Gros, French
Minister, I have acceded to his
request and have designated the
U.S. Ship "Portsmouth," under your
Command, for that duty. You will
therefore have the "Portsmouth" in
readiness to proceed with Mr. Reed
to such port as he may wish to visit
and at such time as he may designate, and
to remain there during his pleasure. I am,

Sir,

Very respectfully,
Yours Obedt. Servt.

W. B. Armstrong

Flag Officer, Comd'g U.S. Naval Forces
East India & China Seas.

Commander

Andrew H. Foote

Comd'g U.S. Ship "Pamoult"
Hong Kong.

Com. Shunking
Jan. 12/17
To the M^r Hunt & Hunt & Co.

Not Stanton Street
16th November 1857

My dear Captain Foote

I haste in early hour to send off the herewith paper, that it may reach you before getting under cover. I have read carefully the letter published in the Western Journal and recognize a private letter - to a private individual - conveying my private opinion of the course of the American fleet in China.

I am provoked at the stupidity of the individual who took so unwarrantable a liberty, as to thrust into public print a carefully written, gossiping letter - and I should be sorry to have my character as a composer, rest upon so unfavorable a specimen. I am the more provoked because by the unwarrantable liberty taken, my private opinions are in a measure made public. In writing letters for publication, I kept back in great measure my real impressions as to the acts of the American fleet in China - for

1st I have considered my own opinions of little weight one way or another, and

2^d Because I have no desire to quarrel in support of them. Unlike some others of my family - I am strictly speaking a peace man - and as a general thing hold my tongue rather than take the trouble to speak my mind and then quarrel about it.

In the present instance an indiscreet correspondent has made public my private opinions - and that too in a very crude form and phraseology well enough in a letter - but undesirable

dearable in print. So far I am provoked to say and call the man a great stupid.

But I judge from your remarks on board the "Portsmouth" that you feel aggrieved. In fact you say that my letter conveys a false impression - that you are surprised at it &c. Not having seen the letter referred to, I was of course unable to speak concerning it. But now I have read it carefully and with special reference to what you consider objectionable and I do not find any impression which I considered wrong - or which I did not distinctly intend to convey.

What that impression was will perhaps be better understood from an extract of a letter written to a somewhat prominent individual at home - a private letter and unprinted. x x x x x

"It is my private opinion that had not the American fleet come to Whampoa at all, the United States would not have been embroiled in the war. The property of American citizens would not have been destroyed or their lives placed in jeopardy." x x x x x

In view of the immediate cause of hostilities - the firing upon the Portsmouth boat, I do not see that the Chinese were particularly to blame. If I had gone in my gig, I should certainly have expected the same reception. The forts had been bombarded and taken a short time before by the English fleet, and now being armed again and better manned than before, it was natural that the hastily collected force in them should treat with jealousy upon a man of war boat of any flag, especially

especially under the American flag, while American marines were taking an active part in the factory limits" &c &c

When I remarked thus,

"I regret the step taken by our forces - for - 1st The Sabbath day was unnecessarily made the scene of uproar and confusion x x x x x 2^d Because the length of time occupied in taking the forts and the comparatively heavy force brought against them occasioned a seriously provoking comparison with the taking of the same forts two weeks previous. Of course the forts were far better manned and armed in the latter instance. But I am equally sure that they would have been captured by a landing force, as well on the first day of the attack as upon the last" &c &c. Of course these are the opinions of a man combatant and must pass for what they are worth" x x x x x I do feel strongly that in this embroiling us in a war with China, and rendering us obnoxious to that Government, and then leaving us to shift for ourselves. Our ships have not acted in a manner to inspire confidence on the part of Americans, or respect on part of the foreign community."

These extracts give a fair sample of my private opinions at the time, and it is unchanged up to the present moment. As regards the facts in the case, of course there can be no doubt. They are a matter of history. I do not undertake you to take exception to them. It is the inference which is to you objectionable. I am sorry that it has so happened, and yet there is no medium course that I can take. And when I am sure that up to this moment I am strongly impressed by the same feelings which led to the writing of the letter so foolishly published in

in the "Courant" and the one from which I have
given extracts, I trust that in one sense at least
the announcement will be satisfactory.

If Admiral Bagnall considers the
affair of the Barrier forts creditable to our arms,
I am indeed rejoiced, but I wish that he would
give a general order to his fleet that all of the
officers should so regard it. For my own part
I am ever followed by the conviction that my field
of labor was broken up, my house destroyed, my
plans and hopes frustrated, my family exposed to hard-
ship and actual peril, my own property lost, and
usefulness impaired - all through the action of my
country's fleet, and beyond this I might add other
facts equally painful and humiliating were it ne-
cessary.

I shall be indeed pained if you cannot
separate the professional from the personal, and un-
derstand that while thus impressed towards what I
consider an exceedingly unfortunate course of the fleet,
still towards yourself and a few others I have sen-
timents of the highest respect and esteem, and I assure
you that nothing but the present emergency would
have led me today to you what are my opinions
upon the subject.

And with this assurance I subscribe
myself

Very respectfully and truly yours
(signed) J. C. Beecher

P.S. This is not a private letter.

U. S. Ship Portland
Hong Kong, November 18th 1857.

Sir

While you were on board this ship on the 14th instant I called your attention to a private letter of yours, published in the Boston Weekly Journal of August 27th, which is replete with misrepresentations of the attack, of the American Squadron, on the Canton Barrier Forts in November last. After some minutes conversation, you intimated that the letter published might contain garbled statements. I then gave you a copy to examine.

This morning I have received a letter from you in which, a few expressions, regret at the publication of your private letter, you inform me that you do not find any impression which you consider wrong, or which you did not distinctly intend to convey.

I have neither the time nor the inclination to correspond and discuss with you what the state of American interests in China would be, in case our Squadron had not been in the Canton river at the commencement of the English hostilities. I would only remark on this and other topics in your notes, irrelevant to the immediate attack on the Barrier forts, that the fact of the trade of all nations being suspended: that we are just at war with China: that French armed boats as well as boats of different nationalities were keeping the Barrier forts unmolested, as they had a treaty right to do, before and after my own boat was fired upon, show your general ideas to be accurate, as they are pervaded where the honor of your Country's flag is involved.

involved.

I have charged you with misrepresenting the attack of the American squadron on the Barrier Forts; and you know that the facts and circumstances fully sustain me in the propriety of making this charge. You have made the remark on board this ship, that you are more than half an Englishman, and yet I am satisfied that all an Englishman would have done more justice. But from the manner in which Admiral Seymour, the Flag Captain and the higher ranks of British Officers generally, have expressed themselves in relation to our attack on the forts, as well as from extracts from official and other papers herein contained, I am led wholly to distrust your intimation, that English Officers or other persons, with hardly an exception, are to be found, who have made provoking comparisons between the comparatively unresisted attack by the English Steamers *Baracouta*, *Coromandel* and the *Calcutta's* armed boats — a far more available force than our own, — and the fight made by the Chinese in our own absence upon the same forts. In proof of this I quote:

1st From a letter of General *McLean*, dated at Hong Kong Nov. 25th 1856 in reference to the capture of the Barrier forts, which says: "The Americans here are all in high glee, and from the British we get the warmest praise and congratulations for the conduct of our gallant little *Navis*."

2^d In a letter dated at Hong Kong Dec. 8th 1856, from the well known and highly respectable merchant, Mr. *Robinet*, who was either under an eye witness of the several actions, which says: "that having been so fortunate as to witness the

of the Barrier forts, and the very gallant manner in which every Officer behaved, under circumstances when all engaged expected to meet twenty to one, my admiration is only surpassed by their magnanimity in overestimating the small services I was enabled to render to the flag of my adopted Country, on that occasion".

3^d The "Blue Book" presented to Parliament, which contains the following notice of our squadron at the Barrier forts.

Consul *Sparkes* to Sir John Bowring, Canton November 18th 1856. "The Commodore being determined to destroy the two forts that had committed this aggression, moved up in the *Corvette Portsmouth* and *Levant* on Sunday afternoon the 16th instant x x x the larger vessel, the *Portsmouth*, being in tow of a private steamer, made better progress, and in nearing the forts had to sustain their fire, which the latter were the first to commence. The *Portsmouth* did not return a shot until within 1450 yards of the large fort on the right bank of the river, when she poured in a broadside and continued to keep up a brisk fire for two hours, expending not less than 230 shell. The armament of the *Portsmouth* is sixteen 64 pounders, but the forts replied with spirit to this heavy fire and were not silenced until the attack had been sustained for an hour and three quarters. The darkness prevented the landing of a force that might have taken possession of the forts."

Near Admiral Sir Michael Seymour in his despatch of November 24th to the Lords of the Admiralty, in reference to our attack on the forts says: "At 1 P.M. on the 20th instant the American ships reopened a very heavy fire on the forts, as the Chinese had commenced the construction of batteries in their rear x x x During their protracted and arduous

arduous service, the American officers and men displayed their accustomed gallantry and energy.
xxx The top of the Chinese, I am given to understand, is very heavy, as they made a most determined resistance."

Consul Parkes to Sir John Bowring of Nov. 24th says in a letter accompanied by a diagram of the forts: "The fire of the ships when it opened on the 20th was directed principally against the forts A and B, which replied with much spirit for some hours. xxx The destruction of the armament of fort A occupied the forces during the remainder of the 20th and on the next morning they advanced on fort B, having to sustain, while crossing the river, a heavy fire from the forts, which killed three men and wounded five. xxx

Fort C was attacked on the morning of the 22^d. The operation was a dangerous one as the boats in rounding the sand spit, on which fort D stands, were exposed to a concentrated fire. xxx but the latter (Americans) opening from them from the batteries, obliged them to retreat, dragging numbers of their dead with them."

In Admiral Seymour's despatch to the Lords of the Admiralty of Decem. 11th he says: "The American ships of war completed the demolition of the Barrier forts on the 6th. These forts were of enormous strength and solidity, being entirely built of large blocks of granite with walls of 9 or 10 feet thick. They were heavily armed, many of the guns being of 7 or 8 tons weight, with a bow of 13 inches, one 68 pound gun was over 21 feet long."

Consul Parkes to Sir John Bowring, Canton Decem. 10th 1856, says:

"In my dispatch of November 21st reporting the capture of the Barrier forts by the American ships of war, I enumerated the number of guns which defended these fortifications at the time of the attack, and which I now find amounted altogether to 16⁷/₈ pieces. The total loss of the American forces on that occasion, was seven killed and twenty wounded, and three others were killed and two wounded by the explosion of a mine when engaged in destroying the forts. The total loss of the American force therefore up to date, is ten men killed and twenty two wounded; a heavier list of casualties, it may be observed, than we have yet to report." — So much for your remark, "as it affords a good opportunity to provision the guns and men, with but little risk to either, it was determined to attack the forts." This is a shocking and most unworthy insinuation.

I have now fully sustained, by reference to disinterested authorities, the charge of misrepresentation I made against you. I must say that I, in Council with many other officers, although aware that you were opposed to the subsequent action of the Squadron, was firmly impressed with the idea that you were highly gratified with the results of our operations at the Barrier forts, until your remarkable private letter appeared in the Boston Journal.

In the concluding paragraph of your letter to me you speak of separating the professional from the personal. I accord to all men the right of opinion and its expression publicly and privately. That right will never suffer.

suffer invasion by me. It is quite immaterial
what your opinions and views are in relation
to the China or other questions, but I can-
not so easily separate the professional from
the personal where a more presentation is
involved. My system of ethics is so different
from yours, that there can be as little perso-
nal and social sympathy between us, as
there is political or professional agreement.

It was not my intention in case
you should endorse the letter published in
the Journal, to have any correspondence
with you on the subject, until the suggest-
ion was made, that your letter to me might
become public while there was no reply re-
futing its statements. It is due to the gal-
lant men who served with and under me in
the assault on the Barrier forts, that such
misrepresentations made public should be
corrected. With this reply, therefore, ends
our correspondence, as I must decline writ-
ing or receiving any more letters on this sub-
ject.

I am, with due consideration,
Your obedt Servt.

Rev. J. B. Beecher
Hong Kong.

People to know who
Buckley letter
March 1969

Flag Ship San Jacinto
Hong Kong, December 4th 1857

Sir:

Enclosed herewith you will
receive a copy of my Report to the Navy
Department of the Operations at the
"Barrier Forts", and a copy of the Advice
Secretary of the Navy, in relation to the
same, approving of the Course adopted.

As these letters are forwarded
to you for your personal gratification,
you will be pleased to consider them of
a private nature.

I am,

Very respectfully
Yours obt. Servt.

Jas. Armstrong.

Flag Officer Comdg U.S. Naval Forces
East India & China Seas.

Commander

Andrew A. Fort
Comdg U.S. Ship "Portsmouth"
Hong Kong.

[Faint, mostly illegible handwritten text, possibly bleed-through from the reverse side. Some words like "Barium" and "Nitrate" are faintly visible.]

Papers of 1857
Barium Nitrate
Nov 2 1857

947

U. S. L. "Portsmouth"
Hong Kong, Dec 4th 1887.

Sir:

In obedience to your order of 3rd inst. we have held a strict and careful survey on Josiah Markley, Seaman, and Patrick Melone, Private of Marines, and report that they are unfit for service, and recommend that they be sent to the United States by the first opportunity. Josiah Markley is affected with rheumatism ^{likely to disable him for an} indefinite period. The disability of Melone, did not originate in the line of his duty. Patrick Melone is seriously and permanently disabled by wounds received in action in the line of duty.

Respectfully

Yours ob^dly serv^t H. S.

Flag Officer

James Armstrong
Comd'g U. S. Naval Forces
East India & China Seas

A. A. Newell Esq
Chaplain U. S. Navy
R. P. Daniel
Asst Surg.

Approved

James Armstrong

Flag Officer Comd'g U. S. Naval Forces
East India & China Seas

U.S. Ship Portsmouth
New York December 3rd 1871

Sir

I request that a medical survey may be
ordered upon Joseph Madely (Sailor) attached to this
Ship, and Patrick Melvin (Marine) also belonging
to this ship.

I am Very Respectfully
Yours
A. H. Gault
Commander.

To: Pay Office

James Armstrong
Commanding U.S. Naval Force
East Indies & China Sea

Medical Society
Dec 5/87

You will hold a strict and careful Medical Survey upon the Prison mentioned in the foregoing Request of Commander A. H. Foote; and will report to me in Duplicate your decision.

Respectfully
Yours obt. Serv.

Jas. Armstrong

Flag Officer Comd'g U. S. Naval Forces
East India, China Seas

Surgeon A. A. Henderson
 Asst. Surg. Charles Martin
 Asst. Surg. R. P. Daniel

U. S. Ship, Fortenault
Hong Kong Dec 5th 1864

Sir

In obedience to your order of this date, we have held a strict and careful survey on the Fore, Main and Mizzen topgallant sails, jib and spraker, complained of by Com-mander H. C. Fote, and do condemn all the topgallant sails and jib as unfit for use. The spraker although much worn, is in our opinion, sufficiently good to warrant its being repaired.

Very respectfully

Lt. M. J. Armstrong Lieut.
E. Simpson Lieut.
J. Scaman Lieut. Matkin.

Major Officer Jas. Armstrong
Comd'g U. S. Naval forces
East India and China seas.

Approved

Jas. Armstrong

Major Officer Comd'g U. S. Naval forces
East India & China Seas

U.S. Ship Fort Mifflin
Hong Kong Dec 3. 1857

Sir

I request that the following
sails may be surveyed as they are regarded
as unworthy to use

One Fore top gallant sail
One Main do
One Mizzen do
One Jib
One Spanker

Very respectfully
Wm. D. Dole
Commander

J. Flag Officer Jas. Armstrong
Commanding U.S. Naval Forces
East Indies & China seas

Supplemental Survey of
Sails, &c. 1857

U. S. Flag Ship "San Jacinto"
Hong Kong, December 8th 1857

Gentlemen,

You will hold a strict and
careful survey upon the Sails complained
of in the foregoing request of Commander
L. H. Foster, and will report to me in
triplicate your decision.

Respectfully

Jas Armstrong

Flag Officer Comd'g U. S. Naval Forces
East India Station Seas.

Lieut. J. G. Williamson
Lieut. C. Simpson
Lieut. J. Seaman

U. S. Ship Portsmouth
Hong Kong. Oct 5, 1857

Sir
In obedience to your order of this date, we have held a strict and careful survey on the Store, Main, and Mizen top gallant sails, jib and Spantree. Complained of by Commander R. H. Foote, and do certify all the top gallant sails are jib as unfit for further use. The Spantree, although much worn, is, in our opinion, sufficiently good to warrant its being repaired.

Very respectfully
J. H. Haman
Lieut. J. Haman Sail Master

To
Major General Sir Armstrong
Commanding U. S. Naval Forces
East India and China Seas.

Approved,

J. Armstrong

Major General Sir Armstrong
East India and China Seas.

U.S. Ship Portsmouth
Hong Kong Dec 29 1857

Sir

I request that the following sails
may be surveyed as they are regarded as
undecayed

One Fore topgallant sail
One Main do
One Mizzen do
One Jib
One Spentee

Very respectfully
A. A. D. H. C.

Commander

To Flag Officer Las Armstrong
Comdg U.S. Naval Forces
East Indies & China seas.

Henry of Salt
Dec 5/87

U. S. Flag Ship San Jacinto
Hong Kong, December 5th 1887.

Dear Sir,

You will hold a strict
and careful survey upon the sails
complained of in the foregoing request
of Commander R. B. North; and will
report to me in duplicate your decision.

Respectfully

J. S. Armstrong

Flag Officer Com. U. S. Naval Forces
East India & China Seas.

Lieut. J. C. Williamson
Lieut. E. Simpson
Sailmaker S. Haman

U. S. Flag Ship "San Jacinto"
Hong Kong, 21st December 1857.

Sir:

I have to acknowledge the receipt of your communication of this date, in which you suggest the employment of a small steamer, in case of an uprising of the Chinese at Macao, to take our Countrymen residing there off to the Portsmouth.

In reply I have to inform you that you are sent to Macao to afford all the assistance in your power, with your ship and ship's company to our fellow Citizens at that port, and that I have not the authority to hire or charter a steamer or vessel of any description, neither can I delegate that power to you, except in such cases as I mentioned to you this morning. I have, therefore, to reiterate my orders to you of this morning to proceed to Macao and afford all the assistance and protection in your power to American Citizens should an outbreak or revolt occur among the Chinese population of that place.

Yours,

Very respectfully
Your obt. servt.

Jat Armstrong

Flag Officer "U. S. S. San Jacinto"
East India China Station.

Commander

Andrew W. Foote,

Comd'g U. S. Ship "Portsmouth",
Hong Kong.

Comme à l'usage de l'école
de l'Université de Paris
le 24/10/17

U. S. Flag Ship San Jacinto
Hong Kong, 31st December 1857

Sir:

You will proceed with the U. S. Ship "Portsmouth", under your Command, to-morrow the 2^d inst. to Macao; and will anchor in the "Portsmouth" as near to that City as you can approach with safety to your Ship.

You will afford to our Countrymen residing there, all the protection and assistance in your power in the event of any disturbance arising from an uprising or revolt of the Chinese population of Macao.

I am, Sir,
Very respectfully,
Your obt. Serv.

Jas Armstrong

Flag Officer U. S. San Jacinto
East India & China Seas.

Commander
Andrew K. Foote,
Comdg U. S. Ship "Portsmouth"
Hong Kong.

Looking to protect our
Citizens in Illinois
Jan 21/57

The T. Hay, Portsmouth

Nov. 15th 1858

My dear Sir,

I hasten to inform you that
Comins's Father, while dining with me to day,
stated that Comins's Mayo, has reported to Comins
Perry, that you remarked to him, on one occasion,
in reference to his son being removed from the
active list by the late Moral Board, "we have cut
Perry, come at last and I am glad of it" On
hearing this, I said to the Commodore, that you
were cherishing the sentiment implied in the
remark attributed to you, that to me, as well as
to others, you had repeatedly expressed your regret
in that particular case, as your association with
his family and friends had been long, frequent &
agreeable adding, that "here is another unfortunate
instance, where our social position, with a weaker
presumes, may be interrupted by the action of the Board"

On further remarking to Commodore
Tattnall, that there must be some great
mistake about this matter, as it is so much at
variance with the opinions expressed, and the
feeling manifested by you on the occasion, he
said

said I can readily believe so, as Captain Bannin
has made a statement which is
indicating the facts bearing in the case of Lieut. Perry.

I send you this letter, unviolated, as an act
of common justice; and beg that you will use it
as you think proper, in case Commodore Perry's friends
are under the impression, that you have
checked the sentiment, that united nationally
be implied in the offensive remark attributed
to you.

Very truly

Yours,

Andrew R. Hoar

Captain G. D. Smith

U. S. Ship Albatross

A letter indicating
the facts bearing in the case of
Lieut. Perry.

U. S. Ship San Jacinto
Hong Kong, 31st January 1855.

Sir:

Enclosed herewith you will
receive the finding and sentence of the
Court Martial in the case of Lieutenant
Alexander T. Mauley; which you will
cause to be read in the presence of the
Officers of your ship.

I am,

Very respectfully,
Your Obedt. Servt.

Jas. Armstrong

Pay Officer Comd'g U. S. Naval Stores
East India China Seas.

Commander

Andrew H. Foote,

Comd'g U. S. Ship "Portsmouth"
Hong Kong.

Order to read the
Sentences of 24th Weekly
Day - 2/15/8

1080

Jan. 21, 1858

The whole proceedings were then read over by the Judge Advocate and the Court then proceeded to its judging and sentence - do accordingly find the accused -

Of Specification of 1st Charge. Proven

Of First Charge. Not Guilty

Of Specification of 2^d Charge. Proven

Of Second Charge. Not Guilty,

but Guilty of refusing to obey the orders of his Commanding Officer.

Of Specification of 3^d Charge. Proven

Of Third Charge. Not Guilty.

And the Court do therefore sentence the accused, Lieutenant Alexander T. Warley, to be reprimanded by the Commander-in-Chief, and the reprimand to be read in the presence of the Officers of the different ships of the Squadron, and to be dismissed the Squadron.

The above sentence and finding in the case of Lieutenant Alexander T. Warley, is approved. But, in consideration of his long suspension from duty, the Commander-in-Chief remits that part of the dismissal from the Squadron; and admonishes him to be more careful, Circumspect and respectful to his Superiors while in the execution of the duties of their Office; And to remember that the first duty of an Officer is to obey his orders.

With this mild reprimand Lieutenant Alexander T. Warley is restored to his duty, and is hereby ordered to report himself to Captain William C. Nicholson

for duty.

J. S. Armstrong

Flag Officer Com'y U. S. Naval Forces
East India China Seas.

U. S. Flag Ship San Jacinto.
Hong Kong, January 31st 1858.

Specimen of *Pinus strobus*
in care of W. L. Harvey
Sept. 21, 1888

My
with
all
but
ab
time
felt
and
your
trav
with
much
gen
that
fa
show
by w
Clau
at t
from
on th
only
a for
to p
these
he m
sign
of a

W. L. Ship, Boston, on the
Hong Kong, July 27, 1853.

My dear Bradford

I have read your letter published
in the Philadelphia Press. It does you intellectu-
ally great credit, and certainly I believe it to have
been written, notwithstanding some wholesale errors
about our Force in Canton, with that moral sen-
timent which I always have considered as a marked
feature in your character.

You were not in Canton when
our Force was there; consequently the objection in
your letter that it was not necessary, but on the con-
trary that a request was made that it might be
withdrawn as it was unnecessary for protection,
must have been made on other authority than
your personal knowledge. The credibility of
that authority may be seen by the enclosed copy
of a letter addressed to me by Commodore Perry,
showing that the force was officially and immediately
requested by the highest American functionary in
Canton - Dr. Parker the Commissioner being
at the time with you in Shanghai. And so far
from the force not being wanted by the Americans,
on the contrary, requested its withdrawal, I need
only to remark that after having been in Canton
a fortnight, I received orders from the Commodore
to proceed, with the ship, to Shanghai. On nothing
these orders known, one of the merchants said that
he hoped I would not leave them; that a letter
signed by the Americans, showing the necessity
of a force for their protection would, if furnished

it, readily he furnished. I declined the proposal
— remarking, that in the existing state of
affairs I should not leave Canton and had
no doubt but that the Commodore would, as
he afterwards did, fully approve my course.
Besides this, every American House in Can-
ton, I do not remember a single exception,
importuned me for seatists to be posted within
their premises. And still farther, I had
upon my informant, or any American then
in Canton, to say that he gave me the slight-
est intimation that our force might be with-
drawn until it had been there more than a
fortnight, and accomplished fully the object
for which it was placed there by the protec-
tion of our citizens in their persons and pro-
perty; when, I announced my intention of
conferring with the Commodore on the propri-
ety of withdrawing the men and having the
"Levant" brought up to the city as a place of
refuge in case of emergency.

Although the Government has
unqualifiedly approved our course, as may be
seen in the copy of a letter in my possession;
still of there remains a doubt on the subject,
in the minds of persons whose opinions are
worthy of any regard; I hope that the whole
matter may be reopened by agitation, investi-
gation, probing and sifting — so far as my
own agency in taking the force to Canton is
involved, as well as the subsequent course
of the Squadron at the Barrier Forts.

I still feel, as I often have ex-
pressed myself, that had I not promptly
taken

taken the force to Canton; and in Council and
deed approved the capture of the Barrier
Forts for having on three different occasions
fired upon our flag, I ought to be turned
out of the Navy, as one wholly unworthy
of holding a Commanders Commission in it.
Had you been there, holding my Commission,
I believe also that your course would have
corresponded with my own.

I thus have freely commented,
as I am justified in doing on that part of
your letter referring to acts in which I bore
a prominent part; and now take the liberty
of a friend in remarking, that our sentiments
towards the English are antipodal. I hold
them to be a nation altogether in advance,
of any Europeans, in promoting Christian
civilization and the highest interests of
mankind. Your Anglophobia, pardon
the expression, often leads you, though no
doubt unintentionally, to do them an injustice.
I am quite proud of our ancestry even with
all their faults, when I compare them with
two other nations of Europe.

I am very truly
Yours

(signed) A. H. Foster

A. C. Bradford Esq
U. S. N.

San Jacinto

Deutsche Akademie
für Kunst und Wissenschaften
in Berlin

Manila, 9th February 1858

Dear Sir,

We have been informed, that in some of the American Newspapers, it has been stated in a communication from China, that the Force taken by you to the Factories at Canton, in the month of October, 1856, while differences existed between the English & Chinese Authorities, was not only, not necessary, there, but that you were requested to withdraw it.

In justice to yourself, we beg to say, that of the necessity for the Force there, at the period in question, we are fully satisfied, and that it inspired great confidence and security to the Americans generally, in Canton; we, of course, cannot know, if you were requested to remove it, but are convinced that had you done so, the danger to life and property would have been greatly increased.

We are very happy also to avail ourselves of this opportunity to express to you our acknowledgments for the prompt & willing manner in which you have given your assistance and

support to your Countrymen, in this part of
China, whenever it seemed to you, that you
could be of any possible service or that circum-
stances required them, with our best wishes

We remain,

Dear Sir,

Your Friends & Countrymen.

To

Captain A. H. Fook
"U. S. S." Portsmouth
Hong Kong.

James Burdon
(of Canton)

W. L. Williams

William W. W.

John H. French

C. F. Weston

W. C. Weston

J. F. Weston

For Major

Henry D. Evans

C. F. Harding

W. J. Ship Patmouth
At Sea Lat. 5° S Long. 10° W. March 2/79

My dear Wife,

We might three days ago to have
been in Suva & were ready with our cattle and
chickens to leave Suva Head homeward bound
via St. Helena. We hurried off, from Ranelagh
in order to save the Monsoon & avoid the coming
typhoons - The latter we must be exposed to when
off Mauritius - Isle of France. The Commodore
Mr. Reed sent me the hands in letters &
left the Squadron on the 1st of June. We saw
under the Commodore, Stearns & we him three
Cheers & then hoisted up the ensign & fired
a salute. Then ran on in morning & when
I saw David gave us three Cheers which
we heartily answered and then in the dark
night stood out for the Haurangi Channel into
the bay & passed it at daylight next morning.
I had but little sleep. We have had light winds
making only 10 or 12 miles in an average day. I
was up all night in morning through St. George's
Channel in Gaspar Strait intricate navigation.
Next day, Sunday, had service & a sermon
in dark & delivered a lecture at both both times.
We hope to anchor to-morrow. When I will
perform this, visit on the 20th June & direct
it to me at Patmouth Navy Yard. Mr. H.
Carr of Cornwall & the yard. Tell Mr. Bacon that
I have written to Mr. Spence to send his things
to be in the Lane. I am sure of course we did not

Commodore Tattnall's letter.

San Jacinto, Manila
March 4th 1858
My dear Foster

Our association after on duty, has been very short, but has been rendered by you so agreeable that I could wish it longer, but that the wish could be so generally generous as you leave the ship about of China for happy old Commodore and your family and friends.

Which you with all my heart a happy reunion with them, and I trust that your good ship in which you have so long and so faithfully served, may prove true to you to the left.

Very sincerely,
William Tattnall

Capt. Andrew H. South
No. 10, Park Row, New York

not expect to go home before returning to Hong Kong, where he left that place on I should have taken your things aboard. We lost many of our own things. I wanted to buy some things, but I had returned to Hong Kong it would have delayed in getting some friends three months. I put my things in a case to wait till 6 months expires without really being at I remember, all to God's place. I would have added this to your name but your name was done before I was aware of it. Tell her it is for your health. You will receive a bill in my name for expenses from Hong Kong, which money I gave to the ship's doctor. He will send a bill in my name for expenses. The little work this time, hardly paying up. I had paid a great deal of this but has about 5000 which his percentage on exchange has depreciated his expenses leaving his pay pocket intact.

Arrived about 28th. We arrived early this morning and as you may imagine in these straits of rocks & shoals, I was up most of the squally night. We are 19 or 20 days from Manila, but have beaten the Chinese ships; one of which I wrote your father sailed 8 days before us and is not here yet. I saw much of all the shipping & the Capt. of the Pink says I am rather close in to the shore.

We hear that an attempt has been made on Louis Napoleon's life like that Pautding has seized Walker. I go ashore to supper with the high officers. We sail to night or at daylight in the morning. May God watch over you & the dear children.

and could not miss a man that I sent to the shore to see the ship's doctor. He will send a bill in my name for expenses from Hong Kong, which money I gave to the ship's doctor.

Mr. Reed's letter

My dear Mr. Reed
I have just received your letter of the 10th inst. and am
glad to hear from you. I am a good deal distressed at parting
with my son more than I thought I should be. But my decision
was only for all reasonable ends of three months' association with
you and such as you have about you, does not do him good. He is
a good natured boy with no defects of temper. I treat him for my sake
as in your and correct him if he does wrong which I think he will
do intentionally.

If you are near Millville, N. J. and see
Reed, tell him I welcome him as my friend.
The reason I am so glad to see him is that he is
but you shall have it. It is no flattery, but exact truth, that the
see has not an officer better worthy of a general's for any duty than
him to whom your words of commendation are written.
God bless you my dear son.
Ever truly yours
William R. Reed

Laurel, N. H. March 10th
My dear Mr. Reed
I have just received your letter of the 10th inst. and am
glad to hear from you. I am a good deal distressed at parting
with my son more than I thought I should be. But my decision
was only for all reasonable ends of three months' association with
you and such as you have about you, does not do him good. He is
a good natured boy with no defects of temper. I treat him for my sake
as in your and correct him if he does wrong which I think he will
do intentionally.

Atilla Sinfacinto - Macao 23rd April 1858
My dear Father

Our movements have been rather erratic since your departure having returned to Hong Kong and taken in supplies on the 17th March we took the passage to the Eastward of Formosa for Shanghai, which we made without experiencing very rough weather, and met the Minusata to our anchor in the Yantze off Woosung, ^{on the 27th} the Captain & Pilot not dreaming it safe to enter the river - on this passage from Minusata they discovered that their rudder had been so wrong that the rudder scarcely moved to one side or the other with the tiller - The Carpenter had much difficulty in finding a suitable stock and was much delayed in consequence - that the rudder was not undipped when we left on the 7th inst - The day after we anchoring in the river and one day before we arrived there H^B the Minister proceeded in the Bang to Shanghai being towed part of the way by the Comptroller and took up his quarters (Son's Secretary) with Russell & Co. when we left him domiciled in admiration of the grandeur of Am^r & Merchant Prince - I understand that some of his countrymen received him at the landing - We found the "Fessons" with his Lordship's flag at Woosung but as we approached she got underway and went up ahead of us she anchored close to the Pigeon in front of Russell's. Two days afterwards Lord Elgin landed H^B & his faithful subjects turning out en masse received him with marked distinction and a complimentary address to which his Lordship replied at length & frankly - H^B then took up his lodgings at the British Consulate, instead of a Merchant's house as in 1858 private hospitality - a few days after

Baron Gros came up in a French Sloop, and finally took up his lodgings at the French Consulate - The British & French governments as you know having established their Consuls on a most respectable footing there, with houses & ample grounds while the American leaves its consul to creep about for some cheap loft or lane, and then high dignitaries to "work a traver", when they come along, to make their ends meet - This dodging & crawling, they call "Republican simplicity" -

You will recollect that their Excellencies expected to meet Imperial Commissioners at Shanghai, the place of their own appointment, and thought they were doing a smart thing in avoiding one, whom they heard of as being on his way to Canton. At Shanghai, however, the American, British & French Plimfers met instead, letters from Peking directing them to return to Canton. The Russian would no letter at all, but a message through the American Plimfer, reminding him that Russia has no trade nor treaty rights on the coast, and advised the Count to return to the Amoor when a Chinese Commissioner would meet him - But instead of a backward movement, the belligerents pushed forward, of course, for the Pichos, determined if necessary to occupy Tientsin, an important city at the junction of the Great Canal with the Pichos, which is said to command the supplies for Peking - The Mediatorial American & the Catholic Russian are believed to have encouraged this movement, and even to have aided in it, by engaging to accompany the belligerents, on for as the Pichos, as far as their proposed peaceful disposition or characters could very well go - all four were to have sailed for that river about the 12th inst. Mr. Kent in the Mississippi, to be followed by his own in the corner of two or three weeks - The Russ must be delighted to see his old enemies doing his own work for him in that part of China - for all that they may do to weaken the Chinese empire

at that point must inure to the steady Russian, who patiently strengthens himself & studies his time in the hands of the enemy.

The Commodore being unwilling to take this ship so far from home as the Gulf of Pootche, when he was daily expecting his relief, decided to run down to Hupge and then wait the appearance of the Portcharan, with the view of despatching us homeward before the change of season - then he can only have to satisfy himself as to the state of things about Canton - Some fifteen or twenty vessels are off Kiangyin town taking in cargo - a large British Frigate is in Company's dock; and gangs of Chinamen are at work re-establishing all the mud docks - yet these parties of war seem to live in damp as if holding themselves ready for a retreat - the land boats hauled on both banks being mostly abandoned, and looking quite desolate & dead & the extreme thinness of the Chinese population indicates great distress of the present state of things - Planchard is here in the "Enterprise" at his old morning post without expectation - Two or three ships of war and transports guard this place & the Company's dock which is of vast importance to the fleet, the vessels are anchored at some recent distances in the river while the little gun boats are always heard rattling about under a head of steam - Captain Doyle commands the vessel, the admirals being at the Pichos with a respectable force -

We have visited the burying grounds there or four times and could not discover that the graves of our dead had been violated otherwise than in the removal of the wooden head boards - except in one instance where three graves for ailing a pauper had been dug away for the extension of said field - the wretches betraying themselves in

this peculiarly Chinese theft, by leaving the heads of
the graves, say six inches, showing in the bank where
they had cut away, though no part of the coffins
remain - this does not look like malicious desecration.
Mr Everett's monument remains intact, having Chinese
characters written on it, yet the grave of Thos Hunt
little boy is said to have been broken up - Hunt, the
say, was much disliked by the natives. The tombs of the
English were entirely destroyed.

At 11 AM on the 29th the boats towed Consul Perry in his chaise
from Whampoa to Canton, and anchored him two cables
length below the Dutch Ferry - at the same time the
the British Consul Minchaster & the French Consul Freygot
manned up in concert, the Minchaster's ship being towed by a
French Boat, he was anchored near French Ferry, with
the French & British and several other boats, in
company with two French steamers. The British boat
is anchored alone off the Paohow, on the French side.

I accompanied our consul as a passenger to view
the Barrier Forts as we left them, no attempt
having been made to renew them. The French Frigate
Caprice lay there - the City of Canton along the
line of the river as well as the interior, is a sad
spectacle, most of the houses having been destroyed,
presenting nothing but ruin & desolation to the view.
The broken walls & torn roofs giving melancholy evidence
of the ruthless bombardments in the several attacks
on the city - I found the streets quite deserted for a
Chinese city, the people looking ^{rather} ~~concerned~~ ^{dejected} & depressed.
apparently of the worst class - all have retired
to the neighboring cities & villages, under the terror of

3rd 12th May - At 11 to day, the Powhatan hove in sight to our great joy & the Captain trusting all to his Chinese pilot, ran into an English ship striking her right stem springing the Foremast of the Englishman - backed out of the taking off the jet-boat of a butchman - this occurred just above the "Princess Charlotte" where there were but few vessels - As to Muscat, that program is over, the "Flut" having advised against it - so we proceed directly home and shall start tomorrow or the day after - Newcastle, the Lepers, whom we left here, is said to be a putrid mass - it is feared that we shall have to receive him, your charities exciting our little feeling on the part of those who have to do the nursing -

I had the pleasure two days ago to receive yours from Amoy & your requests have been most cheerfully complied with, except the fight for the pig, the compensation being a polite specimen of a Chinaman - Mr Bacon's packages, five in all, were sent on board to me, by Mr. Spedden - He says that the Congress is again a council of Amoy gang, and a court of inquiry ordered to investigate - I suppose there will be some such charge brought against us, likewise - but I feel quite sure that we have taken home in her any "handcuffs", though we have an infinity of traps for our own use, upon which of course we shall pay duty -

Ah! that court, and its bad lawyers - full compass of it was named on board as a matter of course, and thus it will run through the service to the disadvantage of Captains, unless you obtain a decision in your favor - It will be cited as an instance of

successful resistance - I will have nothing to do
with them myself, preferring the risks the other way.
The truth is, that any reproach may be construed into
a "reprimand" - as any warning may be into a threat.
The only man on board ship, who can not open his
lips without offending some one, is the commanding
officer - I thought you were likely to make the
error without unpleasantness for you an understanding
well & pleasantly officered. I am so my (or to make
in Lewis! God be praised, he is my only comfort
this whole voyage -

Hoping to see you when I return to the U.S. & La

truly your friend

H. H. Bell

Captain A. H. Foote

U.S. Navy

New Haven - Connecticut

P.S. I did not look over the copy
of Armstrong's report of 16th December 1856
until after I had parted from you. Such
evidence of misstatement, the conclusion of
separation of two ships must before made.
It appears that he did not correct his first report
into the "Sevent" - or in so doing, contradict
himself in the following paragraph - saying
both ships were separated on the 14th that I
rest of your ship shot when I grounded - the shot passed
as on both sides - Yours H. H. B.

U. S. S. Portsmouth A. S. S. May 10th 1891

Target Practice

Boat to quarters at 12. 5 m.

First bird shot ready at 12. 9 m.

Loaded the guns at 12. 22 m.

First gun fired at 12. 30 m.

Total number fired 67.

First bird fired 25 guns. It came very near. 11 came near, and the remaining 8 were some distance off.

Second bird fired 25 guns. Nine came very near, 10 came near and the remaining 6 were some distance off.

Third bird fired 17 guns & came nearest of all & came near and the remaining 7 were some distance off.

That 19 came very near.

" 39 " near.

And the remaining 19 were some distance off.

At 1. 13 have orders to secure guns, at 1. 25 they were reported secure.

Very Respectfully

G. W. M. Russ

Report
of
Target
Practice

(Copy)

Report of an inspection of the U. S. S. Portsmouth,
Commander Indigo H. Hoke commanding, made
by Captain Henry Pope, Commandant of the Navy
Yard Station, this 17th day of June 1858, at Portsmouth
No. 16.

1. Date of last inspection.
Has not been inspected before.
2. Dates of target practice since last inspection.
Twice these days since last practice.
3. Time of beating to quarters.
10^h 50^m 30^s
4. Time that the divisions reported ready for action.
10^h 54^m 30^s (Over minute) The pendant tackle
preventer braces & plings of yards being got up
very hands.
5. Whether all the divisions were found to be properly
prepared.
Yes, in every respect
6. If any of the preparations are defective, and in what
particulars.
No defect
7. Whether the men are well trained in the use
of their guns, and especially in pointing them.
Well drilled
8. Whether the men are well trained for man-
euvering & spars in case of loss or injury to masts
& rigging.
Very appeared to be.
9. Whether the men are well trained in passing
powder from the magazines & thence to the guns.
Well trained, the guns were promptly supplied.
10. Whether there was any target firing during the
inspection.
None.

- [illegible]

And the ship has excellent fire bills.

2. The general condition of the ship, armament & crew for efficient service in action.

The ship clean & in efficient order in every respect, capable of performing duty under adverse circumstances, having been in heavy weather. Exercise lasted two hours.

(Signed) Jno. P. Pope

Comdr.

(Copy)

Report of an Inspection of the U. S. S.
Portsmouth, Commander Andrew A. Foote,
Commanding, made by Captain John Pope,
Commandant of the Navy Yard & Station, this
17th day of June 1858, at Portsmouth N. H.

1 Date of last inspection

Has not been inspected before

2 Date of target practice since last inspection

Twenty three days since last practice

3 Time of beating to quarters

10^h 50' 30"

4 Time that the divisions reported ready for action

10^h 51' 30" (Four minutes) The pendant tackles,
preventer braces, & plunges of yards being got up
beforehand

5 Whether all the divisions were found to be properly
prepared

Yes, in every respect

6 If any of the preparations are defective and, in
what particulars

No defect

7 Whether the men are well trained in the exercise
of their guns, and especially in pointing them
Well drilled

8 Whether the men are well trained for securing masts and
spars in case of loss or injury to shrouds, and stays
They appeared to be

9. Whether the men are well trained in passing
board from the magazines and thence to the guns,
Well trained, the guns were promptly supplied

10. Whether there was any target firing during the
inspection

None

11. Whether the men are well trained in small arm
exercises and in firing

Very well trained in the exercise, there was no firing

12. Whether the Boarding or others, are trained in
single stick or broad sword exercises.

The crew have been frequently exercised
particularly the boarders.

13. The condition of the boats when armed for service

The condition of the boats was excellent

14. Whether the boat's crews are expert in the
management of the boat and field guns and in
embarking and debarking the gun equipments
and ammunition

Very expert. The Boat's crew's & Marines
landed, the Boat Hornet was disembarked
in 30 seconds & in position, exercised half an
hour. Embarked the Hornet & transferred
it to the slide in one minute & ten seconds.

15. Time required to shift a carriage on the gun
deck

16. Time required to shift a carriage on the spar
deck

Six minutes

17. Time required to shift breechings

From 3" to 5" with the exception of one, the
shackles of which jammed and this one requires 50"

18. Time required to shift a gun from one side to
the other, ready for firing

3' 10"

19. Whether the arrangements for boarding and
repelling boarders are good or otherwise

Good

20. Whether the arrangements for extinguishing
fires are good or other wise

Good, and the ship has excellent fire bells

21. The general condition of the vessel armament
and crew for efficient service in action

The vessel clean, & in efficient order in every
respect, came into port under adverse

circumstances, having been in heavy weather

Exercise lasted two hours

Thos Pope

Comdr.

Washington D.C.
July 14. 1858.

Sir:-

It becomes a duty I owe to myself, and to the service, to report Lieutenant Henry K. Davenport, U.S. Navy, for disrespectful language toward me in a letter dated the 10th July 1858, a copy of which is herewith enclosed; - and I respectfully ask that he may be tried by a Court Martial, on the charge of disrespect to his superior officer in the use of "provoking or reproachful words", - a specification of which charge or charges will be found in the said letter of Lieut. Davenport, and in the following statement, - implying that I had sent a garbled letter or paper to the Navy Department, in place of the paper which I read, on the quarter deck of the *Victor* on the 10th of March last, animadverting upon the sentence passed upon the prisoner by a summary Court of which, he, Lieutenant Davenport was a Member.

I transmit copies of statements

made by Lieut. Simpson & Watmough.
Members of the same Court with Lieut.
Davenport, together with one from
Surgeon Henderson, who several times
read, and heard read, The original
paper referred to, - all showing that
they regard the insinuations conveyed
in Lieut. Davenport's letter to me as
utterly groundless.

In reference to Lieut. Davenport's
letter, I remark: -

1st There is no doubt in my
mind that the paper read on the
quarter deck of the "Pictoumouth", was
then attached to the record of the
Court, and remained thus attached -
unaltered, - when it was enclosed to
the Department.

2^d The language used in
Lieut. Davenport's letter to Lieutenant
Macomb, that "The Court is hereby
dissolved," - not only formed no
part of my letter, but in reference
to these words I remarked to an
officer at the time - "he has mis-
quoted the last sentence of my paper," -
which paper reads thus, - "and

At the language used in
 the language is better to be
 the same, that the same is better,
 the same, - not only for the
 last of my letter, but in reference
 to these words I wanted to say
 officer at the time - he has since
 been the last of my letter -
 which paper was sent to me

1097 A

I have the honor to inform
to inform the Dept. in reply to ^{a letter}
of the 10th inst., in relation to the ^{discharge}
of the Richard M. Clark, late Governor
of the U. S. House of Representatives,
that he Clark had prepared the discharges
of his office into Great ^{that} public debt.
The Commission ~~at the expiration~~
after the War had been left the discharge
and before they were discharged, he Clark
did get drunk at the time, as I believe,
until his accounts were made up.
I requested Capt. Pope under their
circumstances, where Clark should come
to the yard to give him the honorable discharge
if he was so disposed, as his conduct
^{had} generally been good by his ^{discharge}
~~was~~ ^{fact} that duties well performed.

dissolves the Court itself."

3^d. I did not then, nor do I now, consider that I ought to have given Lieut. Davenport a copy of the paper read on the quarter deck of the "Portsmouth".

I have the honor to be
Very Respectfully
Your ob^t. servant,
Andrew C. Hoate
Comm^r.

To
Hon. Isaac Toucey
Secy of the Navy.

Unofficial

Navy Yard
New York, July 14th 1859

Sir,

Having cruised for two years on the Coast of Africa, under the Washington Treaty, I take the liberty of submitting to the Department, my views, in relation to our legal conduct, the participation of our vessels in the slave trade, together, with the best point, for cruising on that Coast.

The African-British Squadron, has always exercised a most commendable zeal in the suppression of the Slave-trade. Whatever may have been the motives, of the officers, or even of the Government itself, the historical fact is, established, beyond controversy, that a systematic and efficient force, has, always been found at the different Slave Stations, on that Coast. Had the U.S. Cruisers, agreeable to the Treaty, cooperated with the English, who have either a steamer, or sailing vessel, stationed within forty miles of each other, with intermediate cruising in boats, the Slave trade under the American flag, would long ago have been permanently suppressed. I say this confidently, from my own experience,

as the "Perry", under my command, in 1850-51, did, when the slave trade was at its height, stop the use of our flag in that traffic. I cruised in company with the steamer commanded by the Hon. Capt. Hastings, the senior British officer of the Southern division, which officer was always ready to take one of our lieutenants aboard, and steam to any part of the Coast where a suspicious American vessel appeared. This senior officer was informed, as often as once during the week, of the number and supposed character of all vessels, at the different points, on the Coast, and also received information, from his command, of the vessels suspected of leaving Brazil, and Cuba, for the Coast of Africa, whether for legal or illegal trade. This information was also freely communicated to me. To show further, how much the British government has been on the alert in relation to the slave trade, Lord Palmerston, then Premier, directed Sir H. L. Polver, Minister to the United States, to furnish him with a full report of the proceedings of the Court, in relation to the "Maithia" as first prize. This I have from Parliamentary papers of 1851. To VI.

Part I. Showing also how closely our Squadron on the Coast, as well as the Courts at home, have been watched. In my cruising, the British officers were uniformly courteous, although, I had, with the senior officer, a protracted correspondence, fully approved by Mr. Graham, then Secretary of the Navy, and which, resulted in the British officers not even going alongside of a legal American trader without my assent. I speak thus in detail on these points, to show the importance of a good understanding when in cooperation with the English Cruisers. This joint cruising also prevents, as Commodore Paschoa once remarked to me, any interference with our legal commerce—rapidly increasing with the Coast of Africa. When I was on the Coast of Africa, Agoubriz, some sixty miles north of Louisa, was the great slave mart, but since the Portuguese have taken possession of that section of the Country, the bancos have been destroyed, and the traffic has been mostly confined to the Congo River, north of Ambriz. Such steamers as the "Mystic", and "Mohawk", can easily ascend that river, if necessary—tho' with the British steamer always stationed at its mouth.

4
vessels can be overhauled before entering the river. These steamers are well adapted to African Cruising - far more so than our best sailing sloops of War, or frigates. Should the slaves at any time change their cruising ground, as they often do, when they see the dreaded co-operation between the two services, our vessels, being in possession with the information of the English Officers, could easily repair to the point whence the traffic was most safe. Formerly the trade was extensively prosecuted in the bight of Benin, just north of the equator, but the English treaties with the natives on the coast, and with the powerful Kings of Dahomy and Ashanta - superadded to the affair at Sogor, have driven the slaves mostly to the South Coast, although slaves occasionally appear on the coast, from the equator to the possessions of Liberia; and it would be well to have a vessel, also, visiting Liberia itself, to give that government the moral support and encouragement, which a man of war always imparts, to a people in the estimation of men, in an uncivilized state.

Many of our officers in command on the African Coast, have avoided

11.
making captures, and even of cruising in search of slaves to any great extent, from the apprehension that if captures are made, they would not be condemned in our Courts, but of late, the decision, that when proper cause for suspicion exists, the Captains are not liable for damages, has removed this difficulty. Officers, again, have avoided the English Cruisers, lest they should become involved in a correspondence. Commodore Gregory, however, was an exception; he ordered me to the South coast on my arrival at the station, directing me to take the treaty of Washington, and a copy of his sailing instructions, and co-operate with the English Southern division. I was involved it is true in a long correspondence, for nearly a year, but had none in the remaining six months, except with the Chief Justice, who was also the presiding judge of the Admiralty Court, in St Helena; in fact the Senior Officer, for the last six months, stated to me, as I was taking leave of him, that he had been directed or ordered to hold no further correspondence unless I was disposed to renew it. The correspondence was published in the "Blue Book" and the English Officers,

tho' not ours, are furnished with a copy.

The British Commodore divides his Squadron into two divisions, one north, and the other south of the equator; each being under the immediate command of the Senior officer, who, with his vessels, remain on the Coast for two years, with the exception of running over to St. Helena, or Ascension, once or twice during the cruise - for the purpose of recruiting the health of officers and men. While on the Coast, they are limited to four days in port. The Commodore steams the entire length of the Coast - from the Vambra River, north of Sierra Leone, north, to Elephant or Fick Bay, South - 15° South Lat. examining all his vessels, and their log books, to see what results are produced by each cruise - reminding the Commanders to have religious services aboard, if not noted in the log book. Conino: Panthau, afterwards Admiral of the West India and North American Station, and now I believe of the Mediterranean fleet, Commanded while I was on the Coast, with whom I had the most agreeable intercourse, officially and socially, and was urged by him to visit him and his family in London.

If we had a system in cruising,

similar to the English - modified somewhat, our African Squadron, would produce, both in the protection of legal commerce, and in the suppression of the slave trade, much better results than it has hitherto effected.

The Perry, under my command, did not visit Madeira till our cruise had expired; and although cruising eighteen months - serving out no grog, boarding seventy vessels, cruising a good deal in open boats, capturing three slaves, and suppressing slaving under the American flag, when it was at it, heighs, we did not lose an officer or a man during the cruise. I boarded most of the vessels myself, especially after sending home the first prize, as our officers were young and inexperienced; but on one occasion when sending an officer to board a vessel, which proved to be Portuguese, he, at the request of her Master, searched the vessel, and endorsed her on the register, as a legal trader; after the custom of the British officers, that she might pass the English cruises without further examination. I admonished the officer for this act and issued a written order, that no foreign vessel must be searched,

even at the request of her Master; but that on ascertaining her nationality, the Officer must leave her instantly - whether she is engaged in legal or illicit trade. This order, I have since been informed, was copied by Commr. La Balle, and given to the Commanders of our Cruisers. If not, it would seem desirable, that some such order should be given for reasons, which you will readily perceive.

It is desirable, at least to have an Auxiliary Depot of Provisions at St Paul de Loanda, as my own vessel, the Perry, could carry but four months provisions from Porto Praya on store house; and had not the Commodore brought in a supply in his own ship, on one occasion, and filled us up on another, at Pinness Island, we could not well have cruised in the South Coast. I purchased bread however, and should have procured salt provisions, if wanted, from the agent at Loanda, of Brookhouse & Co. Salem, who had a large number of trading vessels, on the coast. It may be a question, in view of the loss of provisions from the effects of climate, whether it would not be economy to purchase them, as wanted, at Loanda, even at higher prices

than it would cost to send them out in a store ship. The Mystic and Mohawk, have a capacity of hold, that will enable them to carry nine, instead of four months provisions; rendering these Steamers, additionally adapted for African Cruising. Loanda itself, lies in about 8° South Lat.; it is a Portuguese City, containing nearly 15,000 inhabitants. It is comparatively healthy, as proven by the residence of the agents of Brookhouse & Co, and of the British Commissioner, Sir George Jackson, and English Consul, for many years. The harbor is well protected, and a store ship might lie there with perfect safety.

I have the honor to be
Very Respectfully
Your Obedt Servt
(Signed) Amos A. Hoole.

Hon: Isaac Toucey
Secretary of the Navy

To Let of Mary (Tracy)
on African Synthesis
July 14, 1837

Washington D.C.

July 14. 1858.

Sir:

It becomes a duty I owe to myself, and to the service, to report Lieutenant Henry R. Davenport, U.S. Navy, for disrespectful language toward me in a letter dated the 10th July 1858, a copy of which is herewith enclosed; - and I respectfully ask that he may be tried by a Court Martial, on the charge of disrespect to his superior officer in the use of "provoking or reproachful words", - a specification of which charge or charges will be found in the said letter of Lieut. Davenport, and in the following statement, - implying that I had sent a garbled letter or paper to the Navy Department, in place of the paper which I read on the quarter deck of the "Portsmouth" on the 10th of March last, animadverting upon the sentence passed upon the prisoner by a summary Court of which, he, Lieutenant Davenport was a Member.

Washington D.C.
July 14. 1858.

Sir:

It becomes a duty I owe to myself, and to the service, to report Lieutenant Henry K. Davenport, U.S. Navy, for disrespectful language toward me in a letter dated the 10th July 1858, a copy of which is herewith enclosed; - and I respectfully ask that he may be tried by a Court Martial, on the charge of disrespect to his superior officer in the use of "provoking or reproachful words," - a specification of which charge or charges will be found in the said letter of Lieut. Davenport, and in the following statement, - implying that I had sent a garbled letter or paper to the Navy Department, in place of the paper which I read on the quarter deck of the Portsmouth on the 10th of March last, animadverting upon the sentence passed upon the prisoner by a summary Court of which, he, Lieutenant Davenport was a Member.

1705

I transmit copies of statements

made by Lieut. Sim, Members of the same Davenport, together with Surgeon Henderson, read, and heard read paper referred to, - and they regard the insinuation in Lieut. Davenport's letter utterly groundless.

In reference to the letter, I remark:

1st There is no mind that the paper quarter deck of the then attached to the Court, and remained unaltered, when it was sent to the Department.

2^d The language of Lieut. Davenport's letter to Macomb, that "the Court was dissolved," - not one part of my letter, but to these words. I was an officer at the time, and quoted the last sentence of which paper reads:

made by Lieut. Simpson & Watmough,
Members of the same Court with Lieut.

Davenport, together with one from
Surgeon Henderson, who several times
read, and heard read, the original
paper referred to, - all showing that
they regard the insinuations conveyed
in Lieut. Davenport's letter to me as
utterly groundless.

In reference to Lieut. Davenport's
letter, I remark: -

1st There is no doubt in my
mind that the paper read on the
quarter deck of the "Portsmouth", was
then attached to the record of the
Court, and remained thus attached -
unaltered, - when it was enclosed to
the Department.

2^d The language used in
Lieut. Davenport's letter to Lieutenant
Macomb, that "the Court is hereby
dissolved," - not only formed no
part of my letter, but in reference
to these words I remarked to an
officer at the time - "he has mis-
quoted the last sentence of my paper," -
which paper reads thus, - "and

dissolves the Court itself."

3^d I did not then, nor do I
now, consider that I ought to have
given Lieut. Davenport a copy of the
paper read on the quarter deck of
the "Portsmouth".

I have the honor to be
Very Respectfully
Your ob. servant.
Andrew C. Foote
Commr.

To

Hon. Isaac Toucey
Secy of the Navy.

copy.

Washington
July 10th 1858.

Sir:

In your letter of the 8th inst.,
in reply to mine, you say - "to the
best of my knowledge and belief,
that the paper which I read on the
quarter deck, was the same paper
forwarded to the Department, - it being
when read, attached or appended to
the proceedings of the Summary Court".

Your saying - "to the best of your
knowledge and belief", instead of giving
a categorical answer, seems to imply
the possibility of a doubt upon your
mind, as to whether the paper itself
was attached to the record of the Court,
or some other, of a somewhat similar
character but entirely different phraseology
substituted.

Will you permit me to recall to
your mind a paragraph in my letter
to Lt. Macomb, written when the matter
was fresh in the minds of both of us:
it was the concluding sentence of the
paper you read on the quarter deck.

The paragraph reads thus: "The Court Martial is hereby dissolved !!!" —

In the paper attached to the record of the Court, in the Department, the concluding sentence reads: "and dissolves the Court itself." — There is a great difference in the phraseology — it is less offensive than the first.

To the best of my recollection the paper seems to have been materially altered in other respects. Had you given me a copy, which I asked for immediately after the recurrence, there would have been no question between us now, and there would have been perfect certainty in your own mind as to the identity of the paper. The paper of which I asked a copy at the time was one "animadverting in terms of severe censure on the Court Martial, of which I was senior Member".

I am, Respectfully &c

{Signed} H. K. Davenport

Commander

A. H. Foote, U. S. Navy

New Haven, Conn.

Navy Department

July 14. 1858.

I certify that the foregoing is a true copy of Lieut. H. K. Davenport's letter to Commander Andrew H. Foote.

S. A. Wood

Copy.

After reviewing the proceedings of the Court, the Commander feels impelled to animadvert upon the sentence passed upon the prisoner.

The charge and specification, involving one of the highest military offenses, - disobeying orders and striking a superior - are proven. The reason given by the Court for the mild sentence of fifteen days loss of pay, is, the former excellent conduct of the prisoner, particularly while on duty on shore.

While the prisoner may always call upon witnesses to show his general character, - and it may very properly have the effect measurably to mitigate the punishment he may be liable to have inflicted on him; - still, a legal writer says: - 'The inquiry ought manifestly to bear some analogy and reference to the nature of the charge against the prisoner, - and it has been usual to treat the good character of the party accused, as evidence to be taken into consideration, only in doubtful cases.'

These, with other reasons, seem to show that whatever may have been

The previous conduct of a person, when such person stands convicted of an offense so flagrant as the one which is entered upon the records of this Court, as proven, The discipline of the service ought then to be vindicated irrespective of the character of the accused by a sentence more commensurate with the offense itself, than the one which has been passed upon the prisoner.

With these remarks, and in order that the prisoner shall not go unpunished, the Commander confirms the sentence of the summary Court, and dissolves the Court itself.

{ Signed } Andrew H. Foote
Commander.

U. S. Ship Portsmouth
At Sea - March 10. 1858.

The foregoing paper is a correct copy of the one attached to the record in the case of Peter Raymond, Marine.

Geo. S. Watkins
July 14. 1858. Clk. Navy Dept.

The preceding letter written by Commander A. H. Foote, animadverting upon the sentence of a summary Court Martial of which I was a member, while serving on board of the U. S. Sloop of War, Portsmouth, seems to me to be the same in expression and spirit, with the one read by Commander Foote, on the Quarter Deck of the Portsmouth before the officers and crew then assembled.

I make this statement in consequence of having been shown by Com. Foote a letter from Lieut. H. K. Davenport, U. S. Navy, in which it is implied that he {Com. Foote} substituted, in place of the paper read on the quarter deck, another paper which Lieut. Davenport considers less offensive than the original.

I know Commander Foote too well to suppose that he could ever be guilty of so dishonorable an act, - and however much I may have differed with him as to the propriety of reading the paper before the officers and crew of the Portsmouth, yet I know that such an abandonment of all honorable principle and conduct on his part, as to change a paper which was part of a record, is an act which he could not commit.

{ Signed } E. Simpson
Lieut. U. S. Navy.

I certify that these several papers are true copies from the originals
J. H. Wood
July 14. 1858.

I agree with Lieut. Simpson, after having read Lieut. Davenport's letter, in the full belief of Captain Foote being utterly incapable of doing any thing inconsistent with the most rigid rules of honor. I am convinced that the foregoing letter of Captain Foote, addressed to the Members of the Court Martial, of which I was one, is, in matter and spirit, the same read before the officers and crew of the Ship. And it gives me great pleasure as an act of simple justice to add this my certificate of the fact.

{Signed} P. G. Watnough
Lieut. U. S. Navy

On several occasions I read, and have heard read, the foregoing paper commenting on the proceedings of a summary Court Martial and can say with great confidence that it is literally and without any alteration, the same read in public on the quarter Deck of the "Portsmouth". I consider the intimation conveyed in Lieut. Davenport's letter that an altered copy was forwarded to the Navy Department as most unwarranted.

{Signed} A. A. Henderson
Surgeon U. S. N.

~~Manuscript~~ 1111-12 relocated 5/30/1942 H.W.

1858

Remarks as to the Qualities, Capacity &
Of the U. S. Steam Frigate "Albatross",
John D. Chauncey Esq. Captain

Remarks as to the Qualities, Capacity &c.
of the U.S. Steam Frigate Niagara
John W. Chauncey Esq. Captain

September 14th 1858. Ship under Steam. Set Topmasts.
Top Gallant sails. Foresail and Fore-
Topmast Stay sail. Speed increased
from 7.6 to 12 Knots.

Sept. 15th 1858. Fresh breezes and squally. Ship under
full Steam, without Storage, and
making no headway - from S by E. to S.E. 1/2 E.
Fresh Gale from S.E. & S.W. tripe her with full
head of Steam - 37.2000 of Coal in 24
hours. Maximum power of Engine did
not give command of the Ship. She making
no headway and no Storage way -
let down fires as useless Expenditure of
fuel, and put the Ship lying to
under fore and aft masts - Ship rolling
heavily and very uneasy.

During the Night kept Storage way, and
a wind reduced number of revolutions
to the rate of 25. Turns -

Sept. 16th 1858. Heavy W. W. Gale. Engines
Slow. Ship almost lying to, and rolling
heavily. Steadied her with double reefed
Fore & Main Top sails. 8 P.M. Wind

1114 moderating, and sea going down. Judd sails

and a lot of steam, to 40. She took in 24 hours. Ship going 8 to 4 knots head to wind and a cross sea. She has very little power against fresh head winds and does being very sharp. She plunges into the head seas, and does not rise to the waves, and will not bear braving under such circumstances.

Without a better exhibition of steam power should not place dependence upon the capacity of her Engines, to drive her off from a lee shore, against a heavy wind and sea, but would rather depend upon her presumed qualities, as a sailing vessel which as yet, I have had no fair opportunity of testing, but to manage so large and heavy a ship, so heavily sparred, she must be fully manned. With her battery on board, the complement of crew should not be less than 500. to 600. With her present crew consisting of about 225. Exclusive of Marine Guard. Coal burners and Stowmen it is almost impossible to reef and haul the sails, and perform the necessary evolutions having but about 120. men in a watch to do this. This state of things compels caution at night, and consequently, loss of speed as a sailing ship. The ship has been under

Sail alone, since not exhibited at all during her "Telegraphic Cruise," - as the extent of condition of the Rigging plainly indicates. Much of it being rotten and unsalvageable, and giving away constantly, to such an extent as to cause serious fears that we may not have spare rigging enough on board, to supply it's place, in coming on the Coast of the United States, in a rigorous season of the year - a very limited amount of spare rigging, having been put on board, from a very false notion of Economy.

All the Rigging is in a very bad condition, the running rigging having been in use for two cruises, and very much neglected. The Standing Rigging may be trustworthy, but the upper portions of the Main Rigging consisting of iron links, I do not feel assured of, as much of her iron work has proved to be defective - That portion of it which passes through the futtock shrouds, should be especially fitted, as already one of the links, has been nearly cut through, by the iron futtock shroud, and had it not been discovered in time, we should have parted the forward Main Scissors - The lower rigging was found to be so slack, that had we been suddenly caught in a very heavy Gale

in a warm latitude, rolling very heavily
as she does, she might have lost her masts.
The Boarding Officer of the Navy Yard New York
informed the 1st Lieutenant, that the rigging
was sufficiently set up.

I have been obliged to put stoppers on the
iron bands, fearful of their giving way
or chafing through, and to keep the pendant
tackles up at all times.

She is too lightly rigged, in her head boom
the small bowsprit affording no adequate
support to the fore topmast, and the
fore topmast stays, in a ship so long
between the foremast and the knight heads,
might be set up at the latter, it is bound
to small, and might be made stronger, by
running the stay through a collar,
instead of cutting a sheave hole through the
boom.

I have also endeavored to use a sound
discretion in the expenditure of Coal,
as according the views of the Department
this, under the urgent necessity of landing
the Africans with all possible expedition
in consequence of their protracted condition
and the great mortality on board. It might
be justified, in a greater expenditure
to enable me to reach the trade winds.

5
We have been carried far to the Eastward
by the prevalence of Westerly winds. For
many days generally difficult to accomplish
The wind on leaving Charleston was so fast
to the E^d that I could not lay up higher
than E. S. E., or I should have made a quicker
run.

The Ship sails remarkably fast under all
points of Sailing, and attains the speed
of 8. knots, with greater facility than any
Ship I have seen; and has gone 12. knots
in a very light wind, when other vessels
could not attain to nine.

Her worst point of Sailing. I think from the
limited observations I have had, is before the wind
but this remains to be seen. Her stability is
very great. never having felt the Canvas
upon her in the heaviest blow.

I fear I may not have it in my power to
test her thoroughly in this point. not being
sure of the security of her Master, and wishing
to run no unnecessary risk.

A Comparison of her Sailing and Steaming
Qualities may be inferred from the fact
that with a consumption of 40 tons of Coal
in 24. hours, in very smooth water. She averaged
7. to 8. knots while under Canvas. Fore and
Aft sails. Top Gallant sails. The run of
with ease 12. knots.

Under the same Conditions, we have beaten every vessel we have been in company with, and particularly, has she shown her great Superiority, in holding a good Wind. She is very Weatherly, & came was on the Ship, in addition to the sails.

Monday October 3rd 1853.

Moderate winds from the W. & with a heavy swell. Top Gallant sails and Fore Topmast stay sail set, Ship rolling heavily, laboring and very uneasy, very hard upon her Rigging, and Carrying away running Gear constantly. Main Lower, and Topmast Rigging very slack, had to haul up 4 Points to ease the Ship, and ease the Strain upon the Rigging. Main Topmast very badly supported, all the running Rigging rotten and the Standing Rigging showing evident signs of want of care.

The Ship supplied with a very limited amount of spare Rigging, not enough for the most Economical Expenditure.

Monday Oct. 4th 1853.

Moderate winds from the W. & Moderate Swell. Ship rolling and laboring very much, under Top Gallant sails and Steering sails, took in Steering sails to save carrying away Rigging, and

hauled up 3 Points, to the S. & to ease the Strain upon the Rigging. She rolls very heavily and uneasily, and when the nature of the sea by no means justifies it, with the sea apparently smooth, tho' with some swell and a very moderate wind. She rolls more deeply than many ships in a Gale of Wind - the Curves of Windward as she comes up from the Sea rolls very suddenly and violently, exerting a very great Strain upon the Rigging and sails.

A Spill of sails, will be rendered useless this Cruise, from this Cause alone.

I have seen Ships roll as deeply, in a Gale of Wind and heavy sea, but not so uneasily. Sails had to be kept on the Ship, to steady her without it. She was in danger of rolling her upper Masts away.

The Ship is one of the most uneasy I have ever known, whether from the great weight of Engines, so far below the Centre of Gravity, or from defective Stowage. (Provisions so not being sufficiently winged out) all the weight being in the Centre, I am yet unable to form an Opinion.

There appears to be a difference of Opinion as to what might be the effect of her proposed Battery - whether by distributing the weight more to the sides, it might tend to ease her

to increase the defect, Much would depend upon the manner of securing the Battery at sea.

Oct. 4th Midnight. Ship Rolling very heavily hauled up 2. Points, to ease her thus owing to this heavy rolling, losing the benefit of a fair wind, when any merchant ship could have proceeded on her course steadily.

The ship is very defective in all departments and was not in a condition to ready for service, when she was sent from the Navy Yard New York.

No supply of Running Riggings nearly exhausted that on board, in a few days, from port in consequence of the insecure condition of spars aloft. Lower and Topmast Riggings not set up, and proved to be slack in the first Gale, our main top gallant haul line sent on board, and no Mizzen top Gall Bow line at all. Not the usual supply of Charts to ships and none sent from the Observatories Washington a few indifferent ones, received from the Ordnance Office, Navy Yard New York. Crew made up of refuse of drafts, to different ships, lately sent to sea "Kabush", "Baranaki" and "Sabine", and very inefficient and physically weak, very few efficient Americans on board.

and the residue worthless, few having been
to sea before. Many were rated Slaves at
Pondicherry. Are not Dutch.

The Duty is very hard upon the Officers, the
Crew being short handed, and many of the
worthless disposed to shirk from duty at night.
Carried away the iron Parrel of the main Vopmast
Yards, at night, the ship rolling heavily
Yard going forward. Carried away the main
Vop Sullant mast, at the Cap, and the heavy
iron work of the Parrel. Striking at every roll
into the main Vopmast, cutting it badly
wounded the Yard, and fitted a rope parrel
in the usual manner.

On examination of the iron work of the Yard
it was found to be defective and with a
bad flaw of the Standing.

These Parrels (iron) should be trustworthy
as they are worse than useless, endangering
the Yard itself, and the Mast, and in fact
the lives of the men. Had men been on the
Yard at the time of this parrel parting,
(it blowing fresh at the time) some lives
might have been lost.

The principal advantage of this form, and
material of Parrel is, that it secures the
Yard in its place to the Mast, at all times
and permits the Yard to come down with
greater facility.

but there is always the danger, which we have found, of defective iron, Main Riggings. The iron links of which the upper portion of the Riggings is composed, are not always to be depended upon, we have found some of the links, in the looks of the iron futtock threads, nearly cut thro' by Chafing - and this must have occurred during the last Cruise (as it was discovered as soon as we got to Sea) - and no report of it made.

I have had Stoppers put on the defective threads, and the Pendant tackles got up, for greater security, in the event of a blow. We shall keep them up during the Cruise. The ship was sent to Sea, without any survey upon her Riggings, and it was not set up. She has not the requisite supply of Storm Sails. No Mizzen Storm Stay Sail, an important sail in going to, in a heavy Gale, when the main or foremast, being too high up, and of lighter canvas, would blow away; and when this ship was expected to come on the Coast of the United States, in the Winter.

The mode of securing the Main threads, (iron chains) to the Masthead, by attaching them to an iron band round the Masthead, is attended with risk - the whole safety of the Mast depending upon the Band.

Whereas, if each Shroud, or Pair of threads went over the Masthead, in the event of one parting, the Mast would still be supported by the other. This should be changed, a ship of such great length, should be supplied with all the fore and aft stay sails they tend to steady her, and advance her headway. When under Steam, with the wind a Beam, Forward Main Stiffener, might be brought a little more aft, to allow Main Yard to brace up Main threads too much crowded.

After leaving Charleston, and putting ship under Canvas as a Sailing ship, I hoisted the Propeller, and directed the Engines & Boilers to be put in Order. The Engines are in good Condition. The Boilers were found to be in a very bad Condition - having been subjected to 15 days steaming, without any attempt to clean the Tubes, &c., which were found to be very much choked with incrustations, consumed three weeks, in putting them in Order. This may account for the unsatisfactory results of the Speed attained, on the trip from New York to Charleston which has been previously adverted to.

The ship should not have been sent to Sea, with her Boilers, in this condition. The lower Riggings has not sufficient Spread. She should have Channels to Fore and Main Riggings, and it could be done

without interfering with the efficiency of her
Battery, as there are no guns in the wake of
the rigging. Her Lower Masts are very heavy
and require support. I suggest the alterations,
The Mast Cables were thrown on board, and not
in their proper location, and not secured to the
Mast. They appear to have been put on board
as ballast. The arrangements for her Cables
were defective, & have been employed ever since
leaving New York in disposing of the filth
collected below, during her former cruises,
which had amassed in great quantities
By knocking down Coal Bunkers, put up in England,
on both Decks, I have been enabled to obtain
a more perfect ventilation and a greater
space for berthing the men. Already very insufficient
for the purpose.

The arrangement and division of Bulkheads
below the both Decks, are very defective, much
space and better ventilation, might be obtained
by having this important part of the ship
re-arranged by a Naval Constructor,
with the experience and knowledge requisite
in the subdivision of space, necessary in a
Ship of War. This does not appear to have
been the case in the present instance,
The Ship below the both Decks, is dark, cramped
and confined, without ventilation, and

13
it is almost impossible, to keep it in proper order - if once lost, it requires a long time to dry, and exhales constantly a humid and noxious atmosphere. The Sick berth is totally unfit for the habitation of a man in health. Much less for that of an invalid, requiring a pure and healthy atmosphere. I have not allowed the Sick to be placed there. The head requires a better system of Ventilation - it is now very close and is offensive. Emitting a foul atmosphere. The Ship was in the most foul and filthy state in the hold. Sufficient to produce disease in a tropical region, and this matter has been sadly neglected. Found Oil floating to the depth of an inch, on top of water tanks, while breaking out for Water. This would have been very dangerous in case of Fire.

Should have fair leaders thro' bulwarks for Top Gallant Backstay - had gone across the Hammock Stays. The Rudder is too narrow - the Ship is very slow in answering her helm. This might in some degree, be accounted for while under Steam. Caused by the disturbance and displacement of water, by the action of the Propeller, against which the Rudder should act, as a solid body. but she is likewise very slow in answering her helm, under Sail. Some Allowance must be made for her great length.

and her time at the moment. Hampshire Rail comes to far in over the Butler's. By having Channels, this would give greater spread to her rigging, and by consequence remedy this defect. There is but one pipe to carry off the water from the Muzzles, and this renders pumping the Ship a very slow and tedious occupation, occupying at times 4. hours, when it should not require more than 15. Minutes. The leak badly since we sailed from the United States, the leak is probably in the dome of the propeller.

Water on board. A very great error was committed at the New York Navy yard, in giving the Estimated Quantity of Water on board and unallowable, as it might have entailed serious consequences, had I implicitly relied upon it. The account as given by Mr. Deland, was 49,128 Gallons. The amount of water as ascertained by actual examination, and an accurate account of Expenditure, was

The Ship's Tanks and Casks do not contain more than 42,274 Gallons, as at present the Suppers are too small. In a heavy rain on the coast of Africa, the Suppers did not carry off the water, the Decks at times, having 6 to 8 inches water on a level. They should be made larger on the Water ways.

The crews furnished to the Ship, have been

found to be defective, the Prisoners having been detected in taking them off at pleasure. They are constructed upon a New Plan, and were thought to be reliable.

The Shoes issued to the Crew are worthless, not lasting a week, and some of the white Sash Straps, issued, are also found to be of very inferior material, or had become injured, from some unknown cause.

The Cabin requires ventilation, there are no hatches overhead, when the Battery is on board. Vent ports could be cut about the propeller well. The whole arrangement of the Cabin at present, is that of a packet, being divided into four rooms on a side. Two state rooms on each side is all sufficient. This alteration would cause great improvement in the ventilation, by allowing a free circulation of air, from the Air ports, now confined, by the position of the bulkheads. The Bulkhead between the after part of the Cabin, should be taken down, it is entirely unnecessary, and if these ports were cut would still interfere with the ventilation of air, intended to be promoted.

Remarks on Sailing & Steaming of the Ship

Nov. 6th 1858. Standing in for the Coast of Africa. Tried the Engines for 3 hours. Smooth Sea, and almost calm. Consuming 55.4 to 60. Tons Coal per 24 hours. Rate of speed 9 knots. Short-handed in the Fire Room, and could not fire up effectively. To secure a fair test with 40. Tons Coal per Day. Spent 7 to 8 knots under the varying condition of wind & sea her average rate of speed, with 40. Tons, is from 7 to 9 knots. Maximum & Minimum.

Best Time for Sailing

I have found the "Niagara" to sail and steam best, on nearly an even keel. That is to say, without the Battery, and with 4 months provisions, and water on board. And with an average of 500. Tons Coal below 22 feet aft, and 21.6. forward.

on the day the ship left Monrovia she made good by Log 12. $\frac{1}{2}$ 5 $\frac{1}{2}$ in smooth water, under Steam alone, and under the most favorable circumstances. She passed her B.M. Steam ship "Albatross" (Steam Vloop - side wheel) with great ease. The steaming with full power 9 knots. With a headwind and sea, she is very sensibly retarded, as I have before remarked on the occasions referred to above, the consumption

"Under Reefed Topsails and Courses,"

Under Double and Three reefed Topsails, the ship will, and does not feel the wind, is very stiff, has great stability under the heaviest press of Canvas.

How the Steers, and how toars, and stays, under Top Gallant Sails, Topsails and Courses.

Steers well under this sail, by the wind, in moderate weather. Blowing fresh under this sail close hauled. Carries a stiff weather helm, from a turn to a turn & a half, and does not carry the spanker, this brings her round at an angle with the keel, and makes her at times unsteady in steering.

Is very long in the coming particularly when under moderate headway, and is very slow in answering her helm.

How the Lay to in a Gale, and under what sail, she behaves best.

So far as I have had the opportunity of observation in a Gale after leaving Charleston, she lays to best under her After sail. Close reefed Main Topsail, Main Topsail, Spanker, & Storm Topped

She was easy under this sail, and made very good weather. The pitches very little, and very easily. If not brought up to the wind and sea. She rolls badly in a Seaway. She requires the after sail in a Gale, laying to.

"How the Sails, and Stays," with the main abeam Under Royals, Top Gallant sails, Topsails, & Courses,

This is probably her best point of sailing, under Royals, in smooth water, she sails remarkably fast, and is very fast under Top Gallant sails or Topsails & Courses, with the wind at this point, but is easily affected by a heavy sea, she attains the speed of 12 knots, under these conditions with more ease than any ship I have sailed in.

How with wind on the Quarter, under all sail Royals, Top Gallant sails, Topsails and Courses.

Under Top Gallant sails, Main, Flying Jib, Fore Topmast Stay sail & Spanker, Main sail, and Fore Topmast and Top Gallant steering sails, wind abaft the beam, and on the quarter moderate. Smooth water, 10. to 10.6. knots.

"How she sails and rolls before the Wind, and the effect on the Masts under all sail."

"Worst point of sailing. rolls badly, her masts are badly supported, and during a Gale, I was obliged to bring her to the wind, fearing the effect upon the Masts, they being very taut and slight in diameter, in proportion."

"During the Gale I had great fears of her topmasts, but a portion of the difficulty at that time, may be ascribed to the fact of her rigging being slack, her rigging not having been properly set up, before leaving the Brooklyn Navy Yard."

"How she rides at Anchor in a heavy Gale, and Sea."

"She rode out a heavy Gale at Anchor, 12 or 14 Miles to the Eastward of Charleston, at single Anchor with scarcely a strain upon her chain is very easy at her Anchor, and will not pitch heavily in a Sea, at Anchor."

"How she stands under all Sail."

"She remarkably stiff, and has very great stability under the heaviest press of sail, does not feel the heaviest weather in this respect."

21
Now she stows her provisions and water,
and what quantity of the latter, when
stowed with 6 and 4 months provisions,
and what quantity of Ballast may be
dispensed with in case of 6 months
provisions.

Has not capacity for storage in proportion
to her tonnage when stowed with 4 months
provisions, for 500. men. She had on board
in Vaulks and Casks, 42,374. Gallons. The
quantity given as on board at the Navy
Yard Brooklyn, was 49,000 odd Gallons.
If properly stowed, she could carry
6 months provisions for 500. men, and
more water than the above amount, probably
50,000. Gallons equal at least to 3 months
consumption.

The Vaulks at present are not stowed with
reference to the form of the ship below, or with
reference to their own form. Much space being
thereby lost.

The amount of water in Vaulks, now is in the
Vore Hold, 14,593. Galls. could carry if properly
stowed 22,000. Galls.
in Vore Hold 1,004. "

Aft 11,545. "

27,302. Galls in Vaulks

Brought from ord^r. 27, 202. Gallons
 The Casks and Bocoards 15, 172.
 Total Capacity of tanks & casks, 42, 274

She has little or no Ballast, and no Estimate is
 necessary of the quantity that could be dispensed
 with, as she could stow the 6. months provisions
 without reference to the ballast,

With reference to her trim, it could be better
 regulated, with 6. months provisions on board,
 than with 4, taking into account the Expenditure
 of Coal, on a Cruise of 3. or 4. months, as she would
 in that period, become too light and not sail
 so well as well, or hold a good wind,

"Number of Tons of provisions taken on board"
 when stowed for 6. Months.

Not knowing her complement of Crew when
 Commissioned for Active Service, and not having
 had 6. months provisions on board, I cannot form
 an Estimate of the Number of Tons of provisions
 when stowed for 6. Months.

I give an approximate estimate of the Number
 of Tons of provisions, on board when the ship
 sailed from New York, on 12th Sept. 1855.

Estimated at 4. Months, for 500. Men.
 as follows, viz—

4. Months provisions and stores. Liquid and	
Solid.	77, 573 Tons,
Coal.	800
43,000. Gallons Water	215

General Remarks, as to her sailing, under all
 circumstances, with other ships, and the
 proportion she gathers to windward, or fore reaches
 and her proportion of Lee way in general,
 and all circumstances worthy of note,

There had no opportunity of making reliable
 comparisons as to her relative sailing properties
 with other ships. In crossing the Atlantic, towards
 the Cape de Verde Islands, was in company 24
 hours, with a reputed fast sailer from
 Philadelphia. Made her hull down to windward
 and forward of the beam, in the afternoon the
 next day (both ships holding the wind) we spoke
 him, having gained upon him 10, or 12 miles
 to windward and ahead. The same afternoon
 she was hull down to Lee ward, and on the Lee
 quarter. This is the only chance I have had
 of ascertaining her weatherly qualities.
 She fore reaches, in a remarkable manner
 scarcely ever losing stowage way, in the
 lightest winds, or almost calm.

She makes but little Lee way, for

a ship presenting so great a surface to the wind
and a body so high out of water. The lower sill
of her gun ports, being 16 1/2 feet from the surface
of the water.

It is my opinion that the
"Niagara," is a remarkably fast sailer, under
all circumstances - is weatherly in a
comparatively smooth sea. - is delicate as to her
trim. Sails best on an even keel, or nearly so.
She has attained her greatest speed under
15 bars, 12.2 knots, with her draft 32 ft aft
and " " " " 21.6 forward

When she has her battery on board and her
corresponding munitions of war, with 6 months
provisions, and 900 tons of coal, she will be
much deeper, and her sailing under certain
conditions may be affected thereby, as well as
her trim. She will at all events, be still
a stiffer ship & more weatherly probably,
she probably may roll less, the weight being
judiciously distributed.

December 1. 1853. Hauled up 2 points to N. W.
with the wind a little aback the beam - having
run from Monrovia Africa to Lat. 20° 15' N.
and Long. 55° 27' W. in 14 days, with moderate
trade winds, from N. E. to E. in parallel
15° to 20° N. - fell in with a large American
clipper ship, apparently a fast sailer, and

Carrying a heavy press of sail. Hauling to windward of our course. hauled up for her, and in a few hours, passed her very easily - the "Niagara," going 9.4 in a very moderate breeze.

Strange trial under the sails and all the steering sails, Lower & Royal, Water sail, Crossjack, and all the stay sails, being on trial more than the "Niagara," which was under Royals, Flying Lib., Courses, Spantree, Fore Mast & Fore Gallant Steering Vails.

8 P.M. Wind nearly of the beam, under Royals, Courses, Flying Lib., Spantree, Fore Mast and Fore Gallant Steering Vails, wind moderate, ship going 11.2 knots, and best point of sailing.

The "Niagara," is sailing remarkably well since we left Monrovia, being nearly on an even keel - 22 feet aft.

21. 6. forward

The sails best in this trim -

Admiral,

The Chain rigging of the Main Mast might come down. The rope rigging being so high up is likely to be affected by the heat of the smoke pipe, under steam. The whole of Main Rigging should come further aft, and be a greater support to the Mast. Her masts are very tall, but they are all too small in the partners, and instead of supporting themselves, to some extent, are now supported entirely by rigging and Backstay.

The ship should by all means, be fitted with a Condenser for fresh water. It could be put in without much difficulty, and with little expense.

This would economise the expenditure of fresh water, and be useful for many purposes even in case of necessity, supplying the daily consumption for the crew, and by reducing the present necessary number of Tanks and Casks, would increase the room for storage in the hold. They are in general use on board the English Steam Vessels of war. The Commander of Her B.M. Steam Vessel Albatross, informed me that the water daily condensed on board, was more than sufficient for the consumption, and was generally preferred

as drinking water, to that contained in Tanks below.

A Mizzen Vane Sail is necessary to this ship, in consequence of her great length, and the necessity of after sail in lying her to in a heavy Gale of Wind. It is a very important sail, and she should be supplied with it, before going to sea again.

The great length between the Main and Mizzen masts, would allow a sail of such dimensions, and hoist, as in itself would suffice to keep her steadily lying to, she requiring after sail under such circumstances.

Dec 8th / 57

S. to Midnight Moderate Gales from N.E., in the Gulf, with a heavy sea, going from 7. to 14. Knots, against the wind, as it increased she came down to 1.4 & lost - Storage way, so as to come to against the stern, with 50. Tons consumption of Coal in 24 hours. Could not clear of a lee shore against a Gale and heavy sea ahead.

Drift of ship at Navy Yard New York 22. 9. forward
22. 10. aft

" " at Horse Sho 21. 6. forward
22. 10. aft

" " at Porto Grande (arrival) 20. 0. A
21. 6. A

" " " (departure) 21. 6. A
22. 8. A

" " at Monrovia (arrival) 21. 10. A
22. 0. A

" " " (departure) 21. 6. A
22. 0. A

Probably in the Mud.

The ship sailed very fast in this trim

Continued to sail well up to her arrival at
Porto Grande, sails kept on nearly an even keel

From Porto Grande to Monrovia did not sail nearly
so well. Probably may be attributed to having
set the rigging up taut in Porto Grande.

Ship sailed remarkably well after leaving
Monrovia.

Navy Yard New York
January 22^d 1859

Sir,

In compliance with your orders of the 10th instant, to visit the "General Admiral" and examine her thoroughly, should Mr. Webb her constructor not object, and report to the Department whether in her model, construction, machinery, rig or appointments, improvements may not be found, or features, at least, which we may with advantage adopt, we have the honor to report that we have made the visit and examination.

As the ship is but partially equipped, the masts, machinery and armament not being on board, we cannot at this time fully embrace the requirements of our instructions.

~~* The model differs materially from that generally adopted for war vessels, and therefore with propriety, may be deemed an experiment. ^{But} we are not therefore now prepared to suggest the adoption of such radical changes into our ~~and Navy~~ ^{navy} model, receiving practice, which has resulted from years experience, but ~~consider that it would be more~~ ^{but} prudent to await the result of a trial of the ship at sea.~~

The workmanship and disposition of materials is excellent and fully equals that of any vessels constructed by our Government; and we may mention

* The model differs from that generally adopted for war vessels of a similar class, therefore we are not prepared to recommend the adoption of this model as an improvement in the form for such class of ships till the result of performance is known by a trial trip at sea.

that in regard to location of beams relatively to the ports, she is superior, from the fact of the armament having been determined before building the vessel; and thus the constructor had a definite knowledge of the requirements to guide him in the construction. We therefore recommend, in future, that the armament be always determined ^{by our Engineer} before building the vessel, in ~~advance~~.

The armament of the "General Admiral" consists of sixty 63 Calib guns, and two of Dahlgrens pivot guns each of 15,000 pounds. The material of the ~~carriages~~ carriages is Mahogany and they are thoroughly built. We recommend Mahogany for all gun carriages hereafter to be built in the service.

From the plan, we find the size of the Fore and Main rigging to be $1\frac{1}{2}$ inches, which is greater than that prescribed for our first class steamers. So far this may be considered as an improvement; and it suggests the propriety of our allowance book being so modified as to increase the size of the lower rigging, as well as topsail sheet, braces of our large steamers. These vessels, our first class steamers, are about one thousand tons larger than our line of battle ships, while the rigging prescribed for them is the size of that only for our first class sailing frigates.

The Engines are of the ordinary back

action type, having two cylinders of 85 inches diameter and 40 inches stroke. As the machinery is in detached parts, in process of being conveyed from the manufactory to the ship, we can form but little idea of the detail arrangement.

The internal arrangements, in many respects, are peculiar, which are made to conform to the usages of the Russian service; such for example as the large lockers on the berth deck, for storing the clothing of the crew, who have to provide themselves with a sufficiency for an entire cruise; and on the orlop deck, additional lockers to contain one weeks provisions, while in our service clothing is served out when needed and provisions daily issued. Therefore this arrangement is unsuited to our service.

The crew are provided with conveniences for bathing, and have water closets. We are of the opinion that the health, comfort and moral of seamen, would be improved if more care was taken for the above mentioned provisions for the comfort of the crew in our own men of war. The water closets, however in this ship are necessarily placed on the spar deck, as the usual head has been omitted, but they cannot be thus placed in our frigates, without interfering with the training of the forward pivot gun.

The "General Admiral" has Reeds Ventilator for the purpose of removing the foul air in the ship, by pipes leading between every two beams on the berth and orlop decks passing down between the timbers, connecting with a main pipe of large size in the hold running fore and aft the vessel, from thence drawn out of the ship and discharged into the smoke pipe by a fan connected with the steam machinery. This arrangement, if proved on trial to answer the purpose intended will add greatly to the health of the crew. She has also Showers, Capstans and Chain Cable fixtures, together with Harris' lightning conductors inserted in the masts, with Riddell's Patent Air ports and primers in the upper half ports of the gun deck: these we recommend to be introduced into our Naval vessels.

The construction of the "General Admiral" reflects great credit on Mr. Webb, and also upon Captain Shestakoff, the Russian Officer who has supervised the work.

We have the honor to be

Very Respectfully

Yours Obedt Servt

Wm. H. P. Foster

Secretary of the Navy

Hon. Isaac Toumey
Secretary of the Navy
Washington

X
Manuscript # 1130 received 5/16/64 HCO

Manuscript 1130-31 Reliquia 5/3/54 H.W.

REPORT

OF
THE SECRETARY OF THE NAVY,

COMMUNICATING,

*In compliance with a resolution of the Senate, the correspondence between
Commander Foote and his Excellency E. A. Blundell, relative to the
ship Henrietta Maria.*

MARCH 7, 1859.—Read and ordered to lie on the table. Motion to print referred to the
Committee on Printing.

MARCH 9.—Report in favor of printing the usual number submitted, considered, and agreed to.

NAVY DEPARTMENT, March 5, 1859.

SIR: In compliance with a resolution of the Senate of the 26th ultimo,
I have the honor to transmit herewith copy of the correspondence
between Commander Foote, of the United States navy, and his
Excellency E. A. Blundell, relative to the case of the ship "Henrietta
Maria."

With great respect, I am, sir, your obedient servant,

ISAAC TOUCEY.

HON. JOHN C. BRECKINRIDGE,
President of the Senate.

UNITED STATES SHIP PORTSMOUTH,
Singapore, May 5, 1857.

SIR: Agreeably to the orders of Commodore Armstrong, command-
ing the United States naval forces in the East Indies and China seas,
I have come hither with the ship under my command, for the purpose
of obtaining full information, for the use of the government of the
United States, upon the facts and principles involved in the case of
the barque "Henrietta Maria." This vessel, as I am informed, after
having been abandoned at sea by her officers and most of her men,
was taken possession of by the master of the American ship *Cour de
Lion*, on the 28th February last, in a perilous and in a constructively
piratical condition, owing to the captain and officers being missing,
and one meeting at least having occurred since the vessel had left her
last port, and was brought to this place (Singapore) for adjudication.
Adjudication here being declined by the authorities, and the said

barque having, by consular authority, hoisted the American flag, that flag was forcibly hauled down by a British civil officer, while an armed boat's crew, sent from the British frigate "Spartan," was lying alongside the barque "Henrietta Maria," after which act, the said barque, without a register—the conclusive proof of nationality—was wrested from the salvors, who, by the common law of England, have a right "to retain possession of the goods saved until the proper compensation is made to them," and delivered to a Dutch man-of-war for the purpose of being taken to Batavia.

I respectfully request, in view of this statement, that your excellency will furnish me with an account of the proceedings towards the "Henrietta Maria," while she was lying in this port.

I have the honor to be, very respectfully, your obedient servant,

ANDREW H. FOOT,

Commander United States Navy.

His Excellency EDWARD A. BLUNDELL, Esq.,
Governor of Singapore.

THE GOVERNOR OF PRINCE OF WALES ISLAND, SINGAPORE AND MALACCA.

SINGAPORE, May 6, 1857.

SIR: I have the honor to acknowledge the receipt of your letter of yesterday's date, informing me that the object of your visit to this port with the ship under your command is to obtain full information, for the use of your government, upon the facts of the case of the barque "Henrietta Maria," and requesting that I would furnish you with an account of my proceedings towards that vessel while she was lying in this port. I beg to reply as follows:

On the morning of the 6th of March the arrival of the Dutch barque "Henrietta Maria," with Chinese coolies, was reported by the master attendant of the port, and about noon of the same day a letter was addressed by Messrs. Williams, Anthon & Co., as agents for the salvors, to the resident counsellor of the station, requesting he would take such steps as he might deem necessary for the ends of justice, and notifying that the "Henrietta Maria" had been consigned to them by the commander of the *Cœur de Lion*. To this a reply was sent, intimating that the police would take charge of the vessel, and prevent the Chinese (supposed to be in mutiny) from communicating with the shore. An officer of the marine police, with a party, was placed in charge, with orders to see that nothing was taken from the vessel, and the marine magistrate was called upon to take the depositions of the crew and salvors on board the vessel herself. The Chinese coolies, too numerous to be left on board in the then filthy state of the vessel, were landed and kept in safe custody.

Before the marine magistrate had completed his investigation, an application was received from the resident at Rho, on behalf of the government of Netherlands India, for the delivery to him of the barque "Henrietta Maria" on account of the owners, and for adjudication in

the courts of law at Batavia of the claims of the salvors, and as there was no recognized representative of the Dutch government at Singapore, he sent up the brig "Haai," of the Dutch royal navy, to receive charge of the "Henrietta Maria," and convey her to Batavia. Shortly after the arrival of the "Haai," a private note was addressed by the resident counsellor to Messrs. Williams, Anthon & Co., intimating to them that the "Henrietta Maria" would be sent to Batavia for adjudication, in charge of the Dutch man-of-war. The grounds on which this determination was come to were that the vessel, being Dutch, the Chinese coolies found on board, upwards of one hundred in number, had, if innocent of any mutiny, a claim on the owners, and if guilty, were punishable only by a Dutch criminal court. In reply to this note a protest was received from Messrs. Williams, Anthon & Co., and also from Mr. Anthon, as the acting vice consul for the United States of America. These being considered as merely matters of form, to secure the claims of the salvors, and no reasons being assigned, either verbally or in writing, why the "Henrietta Maria" should not be given up to the Dutch, the master attendant proceeded on board for the purpose, on the morning of the 18th of March; but on reaching the vessel he found the American flag hoisted on board, and was told by the mate of the *Cœur de Lion*, in a threatening manner, that force must be used to take down that flag. This circumstance having been reported, a note was addressed by the resident counsellor to Messrs. Williams, Anthon & Co., pointing out the illegality of hoisting American colors on board the "Henrietta Maria," and the master attendant was then directed to proceed on board in a boat from her Majesty's ship "Spartan," which he did, and stepping on board alone, he, with his own hands, and with no further show of force, hauled down the American flag, and the vessel was handed over to the Dutch man-of-war and proceeded at once to Batavia.

No intimation that the flag of the United States of America had been or would be hoisted on board the "Henrietta Maria," by consular or vice consular authority, was ever given to any of the officers of this place, and it was not till several days subsequently that this was made known to the resident counsellor by the receipt of a formal legal protest, signed by Mr. Anthon as acting vice consul.

The "Henrietta Maria" arrived at this port under Dutch colors. It is true that amid the disorder caused on board during the time the vessel was in the hands of the Chinese coolies the register was missing, and the tin box in which such documents are kept on board Dutch ships was found broken open, but many other documents were on board substantiating her nationality: amongst others, a printed official log in the Dutch language. Her name and port, (the "Henrietta Maria," of Rotterdam,) were painted in large letters on her stern, and also on the covering of the wheel. From the time of her arrival in this harbor to the time she was handed over to the Dutch man-of-war, the "Henrietta Maria" was, as stated in the second paragraph of this letter, in charge of the marine police of this port, and not in that of the American consulate.

In conclusion, I beg very earnestly to disclaim any want of respect to the American flag or to the rights of American citizens in the steps

I felt it my duty to take. The duly accredited representative of your government was unfortunately absent at the time, though he returned to his post on the following day, and the gentleman who assumed the office was a perfect stranger to me, nor had any intimation been made to me of his having been nominated vice consul. If this gentleman was legally empowered to act as the consul for the United States at this settlement, and if he was justified in authorizing the flag of the United States to be hoisted on board a Dutch vessel in this harbor, which vessel was at the time in charge of the executive authority of the place, then, of course, I must acknowledge myself to have been in error in directing that flag to be hauled down; but I still trust that in what I have done I shall be found to have acted neither with want of respect to your national flag or with any injustice towards the interests of American citizens, as I am bound to presume that the adjudication of claims in the Dutch courts will be very much the same as in our own courts of law.

I think it right to add that since the return of the American consul, which, as before stated, took place the day after the delivery of the "Henrietta Maria" to the Dutch man-of-war, that gentleman has not apparently deemed it his duty to address any representation to me, verbal or written, on the subject, and that Mr. Anthon, who waited on me for the first time on the morning of the transaction, pointedly refrained from any allusion to the subject.

I have the honor to be, sir, your most obedient servant,
E. A. BLUNDELL, Governor.

Commander A. H. FOOTE,
United States Navy, United States Ship Portsmouth.

UNITED STATES SHIP PORTSMOUTH,
Singapore Roads, May 8, 1857.

SIR: Your letter of the 6th instant, furnishing me with an account of the proceedings towards the barque "Henrietta Maria," from the time of her arrival in this port in charge of the salvors until she was given into possession of a Dutch man-of-war by the local authorities, has been received. I fully appreciate the promptness of your reply, the full information it contains, and the good spirit manifested towards the American flag and American interests. But, as the case is one involving important principles, and as it appears from the copy of a relevant correspondence now before me that there has been a misapprehension on your part on several important points, I deem it my duty again to address your excellency on the subject.

In the second paragraph of your communication you say that the resident counsellor intimated to the agents for the salvors, Messrs. Williams, Anthon & Co., that "the police would take charge of the ship," * * * and that "an officer of the marine police, with a party, was placed in charge, with orders to see that nothing was taken from the vessel." In the fifth paragraph you say: "From the time of her arrival in this harbor to the time she was handed over to the

Dutch man-of-war, the 'Henrietta Maria' was, as stated in the second paragraph of this letter, in charge of the marine police of this port, and not in that of the American consulate." On these points I remark: From the copy of the correspondence between Messrs. Williams, Anthon & Co., and Acting Vice Consul Anthon, and the Hon. H. McKenzie, resident counsellor, a request had been made to the resident counsellor on the part of the agents for the salvors to have the case of the "Henrietta Maria" investigated immediately, as there were one hundred Chinese coolies on board, and, "as nothing definite can be ascertained as regards the missing captain and officers, and we fear the ends of justice may be frustrated should any of the coolies escape from the vessel as she now lies in the harbor." To this letter the resident counsellor replies: "I have to inform you that instructions have been given for two gunboats to guard the 'Henrietta Maria,' and not to permit any Chinaman to approach or leave without the written permit of the officer on board. The marine magistrate has been ordered to proceed on board forthwith and investigate the case. I have to request you to render him every assistance in examining the ship's books," &c.

From this correspondence, as well as from the fact of the entire withdrawal of the police force from the vessel soon after the coolies had been landed, and especially as the papers, except the missing register, were retained at the American consulate, it appears that the vessel remained (under consular direction) in charge of Mr. Crawford, the chief officer of the "Cour de Lion," who had brought her into this port, and that she was not at any period in charge of, but merely received protection from, the police authorities, for a limited period and for a specific purpose.

The first part of the third paragraph of your letter refers to an application sent from the Dutch Resident at Rhio on behalf of the government of Netherlands India, for the delivery of the barque "Henrietta Maria," for adjudication in the courts of law at Batavia, &c. Also, a private note of the resident counsellor to Messrs. Williams, Anthon & Co., and to the protest of this firm.

Had your excellency personally supervised or minutely examined into this case, I am quite confident, with the highest local authorities of England and America on the subject of salvage before you, that the barque "Henrietta Maria," irrespective of the question of her nationality, would have been placed in the vice admiralty court of Singapore for final adjudication. In addition to the opinion of Abbott, the English authority cited in my letter to you of the 5th instant, that by the admiralty law of England the salvor is entitled to retain possession of the goods saved until a proper compensation is made to him for his trouble, a high American authority (Story) says: "As soon as they (any person at sea) take possession of property for the purpose of saving it, or if they find a ship derelict at sea, or if they recapture it, or if they go on board a ship in distress and take possession, with assent of master or other person in possession, they are deemed bona fide possessors, and their possession cannot be lawfully displaced. They have a lien upon the property for their salvage, which the laws of all maritime countries will respect and enforce."

As to the authority of an admiralty court to decide a case of salvage where the foreign interests meet in an English court, the legal authorities already quoted, together with many others, not only show the law to be clear upon the point, but in addition I would refer to the late case decided by a vice admiralty court in Hong Kong, *in re "Monsoon"*, where salvage was awarded when the parties were Americans and Peruvians. In this case the point was raised that the saved property and owners thereof, and salvors, being all foreigners, the vice admiralty court had no jurisdiction; but the chief justice overruled the objection, and salvage was awarded.

Messrs. Williams, Anthon & Co., and Acting Vice Consul Anthon, conceiving that a grievous wrong would be done the salvors in case the "*Henrietta Maria*," as intimated in the letter of the resident councillor on the 17th March last, should be transferred to the Dutch and sent to Batavia for adjudication, they entered their protest, as will be seen by the letter from them dated March 17, 1857, addressed to Mr. Anthon as vice consul, a copy of which (marked A) is enclosed herewith, for the purpose of expressing in the strongest terms in their power their opinion of the illegality and the injustice of such transfer of property from disinterested to an interested court for adjudication; and this without giving the salvors any legal security for their claims in the event of the loss of the vessel by sea or otherwise, while on her passage to Batavia; to say nothing of the manner by which the property was wrested from the salvors, of which high legal authorities already cited show them in right to be sole possessors till their claim for salvage should be awarded in the vice admiralty court where the vessel was first carried.

In the latter part of the third paragraph of your letter you state, in reference to the master attendant going on board and finding the American flag flying at the peak of the "*Henrietta Maria*," that a note was addressed by the resident councillor to Messrs. Williams, Anthon & Co., pointing out the illegality of hoisting the American colors on board the "*Henrietta Maria*;" this is probably a mistake as Messrs. Williams, Anthon & Co. inform me that they have received no communication whatever from the resident councillor in reference to the illegality of hoisting the American flag on board the "*Henrietta Maria*." The acting vice consul, Anthon, received a letter from the resident councillor of the 18th of March, in which he says, "As you mention the '*Henrietta Maria*' will not be given over to her rightful owners, the Dutch, (Mr. Crawford merely being a salvor, not the claimant of a derelict,) and as I now see the American flag has been hoisted on a Dutch bottom, thus implying that she is a seizure of United States subjects, I think it right to inform you that it is tantamount to an act of piracy," &c. From this letter it would appear that the resident councillor did, by implication, at least, acknowledge Mr. Anthon as acting vice consul, and having acknowledged him as such, and the mate, Mr. Crawford, having informed the master attendant that he had consular authority for hoisting the American flag at the peak of the "*Henrietta Maria*," it would seem that the conduct of Acting Vice Consul Anthon, if piratical, as was intimated, should have led the authorities here to suspend him from consular functions.

Agreeably to art 4th of the treaty of 1815, between the United States and Great Britain, which says: "And it is hereby declared to be lawful and proper that in case of illegal or improper conduct towards the laws of government, a consul may either be furnished according to law, if the laws will reach the case, or be dismissed or even sent back, the offended government assigning to the other their reasons for the same."

From the enclosed copy of an affidavit (marked B) it appears that after Mr. Crawford had refused permission to the master attendant to haul down the American flag then flying at the peak of the "*Henrietta Maria*," that an armed boat with the master attendant was sent alongside from the British frigate "*Spartan*," and that in anticipation of this force being used in case of resisting the British civil officer, that officer was permitted to haul down the American flag, which he did without further opposition, after which act the "*Henrietta Maria*" was handed over to the Dutch man-of-war, and proceeded in her charge to Batavia.

In the 6th paragraph you disclaim any want of respect to the American flag, or to the rights of American citizens, &c. I am quite satisfied that your official conduct in this matter was actuated by high motives, as well as that of Sir William Haste, captain of the British frigate "*Spartan*," who promptly came on board this ship on the day of our arrival, assuring me that he had no idea of reflecting upon the American flag or damaging our interests in the least degree by sending the boat, as requested by the authorities, alongside the barque "*Henrietta Maria*." In the same paragraph of your letter, reference is made to the acting vice consul being unknown to you personally, and that you had no knowledge of his appointment from Mr. Biddle. Mr. Biddle informs me, as the copy of the enclosed letter marked C, will show, that in calling on you to take his leave he verbally announced that he had appointed Mr. Anthon as vice consul during his absence. I have myself seen the appointment of Mr. Anthon, and had a question then arisen as to his authority so to act in the absence of Mr. Biddle the appointment authorizing that right would have been presented.

In the concluding paragraph of your letter you refer to Mr. Biddle on his return not addressing any representation to you, verbal or written, on the subject of the "*Henrietta Maria*." Mr. Biddle informs me by the enclosed copy of the letter marked C, that his reasons for not referring to the matter were, in brief, that the vice consul had already made the protest; his acts had been ignored by the authorities, and all was done in the case that could be done, and that nothing was left for him but to approve the course of the vice consul, and forward the account of the transaction to his government.

While it is not, strictly speaking, in the province of the commander of an American man-of-war to enter upon a discussion and pronounce an opinion on the proceedings of a foreign government, yet when such proceedings are considered as involving the rights of the citizens and the flag of the United States, and when it is shown by the highest authority that the obligation of adjudication and protection to salvors is imposed upon the sovereignty into whose admiralty waters

a rescued vessel is carried, and when the salvors have their interest forcibly transferred to another power, and when the flag of the United States, by consular authority, is displayed over such interest, a vessel without a register, and in a constructively piratical state, as exhibited in the enclosed copy of deposition marked B as the last and strongest protest, and then that flag hauled down by a British civil officer, I do consider it to be my duty to remonstrate and protest against such proceedings, and accordingly I do remonstrate and enter my solemn protest against the course which the authorities of Singapore have adopted in the case of the barque "Henrietta Maria."

I have the honor to be your obedient servant,

ANDREW H. FOOTE,
Commander U. S. Navy.

His Excellency EDWARD A. BLUNDELL, Esq.,
Governor of Prince of Wales Island, Singapore and Malacca.

A.

SINGAPORE, March 17, $\frac{1}{2}$ past 4 p. m., 1857.

SIR: We respectfully enclose, for your perusal and immediate action thereon, the informal note of the Hon. H. S. Mackenzie, &c., &c., received at quarter past 4 p. m. this day, regarding the barque "Henrietta Maria," in our hands as agents for the salvors; and as you will observe that by said vessel's departure from this port we are losing the only hold we have upon her as agents for the salvors, and as we also have with this brief informal notice no time allowed to consult with the authorities, who live several miles away from this, and have left their offices, as also have the legal gentlemen of the place, and cannot again be found at their places of business before 10 a. m. of to-morrow, when the intention may have been carried out, unless with your most energetic assistance. We do beg you to note that a most grievous wrong is about to be done by the vessel's departure without any previous notice whatever, and acknowledged by the authorities in their letter to be in our hands, and no government officer being on board to indicate their supposed right to move said ship, and without giving any security to meet the claim for salvage upon such brief notice; and she having no register, and not allowing time to find from the authorities the exact nature of the proposed voyage, to permit of its risks being covered by insurance, or to get securities that the interests of the salvors be protected in any manner as respects additional costs, risks fair adjudication of the claim by other parties, or time for ourselves to address other parties to look after said interest; and we do hereby declare that American citizens are the salvors of the above property, and their interests, in our opinion, demand your best protection by protest and otherwise to the extent of your power. And

to this end we beg your prompt action as your judgment may dictate in view of the case.

Very respectfully, your obedient servants,

WILLIAMS, ANTHON & CO.

R. H. ANTHON, Esq.,
Vice Consul U. S., Singapore.

True copy :

A. VANDEN HEUVEL,
Commodore's Secretary.

B.

CONSULATE OF THE UNITED STATES,
Singapore, May 8, 1857.

James Crawford, being duly sworn, doth depose and say: That he is a citizen of the United States, born in Brooklyn, New York, and that he is twenty-nine years of age; that he is first officer of the American ship "Cœur de Lion," of Boston, whereof G. W. Tucker, of Portsmouth, is master, and has been an officer of said ship ever since she was launched, now nearly four years.

That on the twenty-fifth of February last, when on a voyage from Calcutta to Hong Kong, when in the China sea, in latitude 7° 30' north, longitude 110° 30' east of Greenwich, they met a barque with the name "Henrietta Maria" painted on her stern, with the Dutch flag at half mast, at the mizzen peak, and the English flag (the union jack that is) at the main. We saw her with her maintopsail hove to; we spoke her, and she asked us for assistance. We asked what assistance she wanted, and they said they wanted a navigator to take her into some port. We asked where her captain was? They replied that he had taken a boat and left the ship. Then we lowered a boat and pulled to her to learn particulars; then they told us she was from Macao, with about three hundred and fifty-four coolies, bound to Havana. Captain Tucker, hearing this, placed me in charge of said vessel, with instructions to take her to Singapore, and we arrived here about the sixth or seventh of March. The European part of the crew consisted of one Englishman and three Germans, that is, those we found on board of them. They stated that the Coolies rose and took possession of the ship and compelled the captain to make for the land, which they anchored near to, and commenced landing; that the following morning, after over two hundred of them had gone on shore, the captain, afraid for his life, with his officers and twelve or thirteen of his European crew, escaped in his gig, seaward. I have never been able to learn, although I have often inquired, what has been his fate. That the day after the captain's escape the Chinese compelled the remainder of the crew to stand out to sea with the ship, and they, being wholly unable to navigate her, did not know where they were when we met her. It took us about a week to reach Singa-

Et. Doc. 1—2

pore. On the 18th of March, Mr. Vaughn, the master attendant of the port of Singapore, came on board (after we had been some ten days or more in port) and told me that the Dutch brig-of-war "Haai," was coming to take the vessel to Batavia, and told me the best thing that I could do, to save further trouble, would be to make the vessel over to him, and that I most decidedly refused to do. He then informed me that I had committed an act of piracy in hoisting the American colors, which he had advised me one day in his office to do; said he, when Mr. Chandler was with me, "Why, if I were you, I would hoist American colors;" he seemed to say this seriously, as if he meant it, and I had no reason to think differently; he then went on board of the British man-of-war "Spartan," and in about fifteen minutes or more returned with an armed force. Mr. Vaughn and a lieutenant of the "Spartan" both came up on the quarter-deck of the barque; these were the only two who actually came on the quarter-deck, but they were backed up by the marines, who, with their muskets and fixed bayonets, were in a boat alongside, and some of this crew came up in the gangway. I cannot say whether these last men carried their weapons or not. Mr. Vaughn, advancing, said, "I have come to haul that flag down," and then I ran and took hold, with one hand, of the signal halyards, and demanded by whose authority it was to be lowered, and he replied, "By the British government." Then I told him that I protested against it in the name of the American consul at Singapore; he replied "that he could not help it, that it must come down;" then he stepped forward and pulled it down without further resistance; after this he kicked it off one side as if it was in his way, and turning to me, said, "Mr. Crawford, do you think this will cause an American war?" and then they signaled to the Dutch brig to come and take charge of her, which they did, hoisting the Dutch flag.

JAMES CRAWFORD.

Sworn and subscribed before me, this 8th day of May, 1857.
[L. S.] In testimony whereof I have hereunto set my hand and seal of office the day and date aforesaid.

THOMAS BIDDLE, JR.,
Consul of the United States.

CONSULATE OF THE UNITED STATES,
Singapore, May 8, 1857.

I certify the above and foregoing to be a true copy.
[L. S.] In testimony whereof I have hereunto affixed my hand and seal of office the day and date aforesaid.

THOMAS BIDDLE, JR.,
United States Consul.

True copy.

A. VANDEN HEUVEL,
Commodore's Secretary.

C.

UNITED STATES SHIP PORTSMOUTH,
Singapore, May 8, 1857.

Sir: I am informed in a communication dated the 6th instant, addressed to me by the honorable the governor of Singapore, in reference to the case of the barque "Henrietta Maria," that no intimation had been made to him of Mr. Anthon having been nominated as vice consul during your temporary absence on official business at Penang, but that he was a perfect stranger to him.

And secondly, that upon your return you had not apparently deemed it your duty to address any representation to him, verbal or written, on the subject.

I shall deem it a favor if you will inform me particularly concerning this, as I am replying to the governor's letter.

I am, very respectfully, your obedient servant,

ANDREW H. FOOTE,
Commander United States Navy.

THOMAS BIDDLE, JR., Esq.,
Consul of the United States of America
for Singapore and its dependencies.

True copy.

A. VANDEN HEUVEL,
Commodore's Secretary.

D

CONSULATE OF THE UNITED STATES,
Singapore, May 8, 1857.

Sir: In reply to your letter of this date, I beg leave to mention that it seems to have escaped the memory of his excellency the governor that on the morning of my departure for Penang on an official visit I formally paid him my respects, and, taking leave, explicitly stated that I left my fellow-countryman, Mr. Anthon, in charge of the consulate till my return, and hoped that he would facilitate him therein. To this I understood his excellency courteously to assent. I moreover delivered to Mr. Anthon a formal certificate, nominating him vice consul for the time being, which, whenever demanded, would have been produced.

In answer to your second interrogatory allow me to observe, that upon my return I promptly waited on the governor, who was then unable to receive me, but appointed by note the following day, when I stated, as clearly as I could, that as an extensive correspondence on the subject having just closed between the government of Singapore and Mr. Anthon, and he having filed protests, both as vice consul of the United States and for the private interests of our citi-

zens suffering from said action, and notwithstanding which the vessel had been delivered to the Dutch authorities, and our flag hauled down, that I considered that as consul my only duty was to report the case succinctly to the government of the United States, enclosing in it all the correspondence and submitting to its disposal any further proceedings.

I have the honor to be, respectfully, your obedient servant,
THOMAS BIDDLE, Jr.,
United States Consul.

ANDREW H. FOOTE, Esq.,
Commander United States Navy.

True copy.

A. VANDEN HEUVEL,
Commodore's Secretary.

The Board for Inspection of Navy
Yards appointed by the Hon. Secretary of
the Navy under date of April 1st 1858,
assembled at this Navy Yard New York
on the 8th day of the same month,

present - Commodore Thos. H. Gregory
Captain E. J. Van Bunt
Commander Chas. H. Poole
" Mrs. R. Tucker
Lieutenant David D. Porter

April 9th

Commander A. H. Foote was cal-
led before the Board and examined.

Ques: What was the condition of this Yard
when you came here with respect to mil-
itary organization, was it perfect or not,
when did you come here?

Ans: I came here in the early part of No-
vember 1858. I considered the Naval organ-
ization imperfect. There were no "Regulations
for the government of the Yard" in force; there
were no "Fire bills," nor proper organization
or exercise of engines. There was nothing
to prevent master workmen and others, from
leaving the Yard at pleasure as there
was no watchman or porter at the gate to
report when any one went out. Several
master workmen were in the habit of
absenting themselves without permission
of the Executive officer. Firemen and men
could go out without being detected be-
tween hours. Authority was obtained
to place a watchman at the gate at \$2
per day, whose duty it is to be at his

post half an hour before bell ring in the morning, and half an hour after in the evening, and only leaves for his dinner when he is relieved by the Surgeon of the Guard; this Porter keeps a book, and entries of the names are made of every officer, Master Workman, Foreman and Laborer, and every person of whatever rank who passes out during working hours, this book is laid on the Executive Officers table in the morning, and all persons mentioned therein are obliged to account for their going out. This Porter has been appointed deputy Sheriff so that he can make arrests inside and outside in case of theft, being committed under his observation, or when the interests of the Government require it. As this Porter is acquainted with every employe in the yard, no one can leave the yard without its being known or without authority. The men were in the habit of stopping work before bell ring, sometimes 10 minutes, until the Commandant gave an order to the Master Workmen that the men should not leave their work for from 5 to 10 minutes, before bell ring and the Master Workman is obliged to stay a short time previous to the departure of the men, and the Watchmen are ordered to report any men who break off before the specified time. The Watchmen are not allowed substitutes except by permission. I would add that Mr. McKay called my attention particularly to these abuses, when I came to the yard, and the above regulations were instituted accordingly.

The Circular of the Secretary of the Navy dated December 14th 1858, directing the Commandant, of Yards, to discharge such men as the public interest would require, also to report to the Department when the services of any Master Workmen could advantageously be dispensed with, as well as on any just ground of complaint, has materially aided the officers in having incompetent employes removed. The readiness of the Department to have all cases of delinquents investigated, with the directions from time to time of the Bureau of Yards and Docks, to ferret out abuses, have also placed in the hands of the officers, a powerful curative of the evils - except those inherent in the system prevailing in the administration of Navy yards for many years past.

The examination of Master Workmen as directed by the Department within a year and six months has secured Master Workmen of possible mechanical efficiency, although I believe that if the selection of Candidates to be thus examined were nominated by the Commandant, assisted by the Commander, 1st Lieut. and the head of the department to which the Candidate is to be assigned, that morally and ^{Mechanically} ~~effectually~~ a much higher order of Master Workmen would not only be secured, but the Masters themselves would be more vigilant, and give their time and attention more to the details of their departments.

Ans: 1139 State any persons who, of any de-

partment, do not recognize the naval authority of the Yard.

Ans: The Executive Officer's position is not recognized directly, by three departments, viz: by the Constructing Engineer, Constructor and Naval Engineer, at least so far that all requisitions from them go direct to the Commandant. The Commandant is more particularly considered as a head of a department, instead of being a supervisor of the whole under the Commandant.

Ques: What abuses do exist, if any, in regard to the employment of workmen in the several departments?

Ans: The Master Workmen have authority from the Department to select their own men; many of these being taken in from political motives are inefficient to perform what is required of them; when found to be inefficient they are discharged by the Naval Officers. The Circular of the Secretary alluded to renders this duty comparatively easy.

Ques: Do you not think that the Executive Officer, assisted by the P. Lieut. and the particular head of department requiring the men, should examine any men employed by the Master Workmen before he signs the requisition, and before it goes to the Commandant for approval, and would not such a course have a tendency to prevent Master-

workmen, or other departments, from
bringing inefficient men into the Yard?

Ans: Unquestionably.

Ques: Could not some of the master work
men be dispensed with, and the duty
performed as well by a foreman, without
injury to the public service?

Ans: Provided the labourers are placed
under the sailing matter of the yard,
the master labour could be dispensed
with advantageously; the master plumber
is dispensed with, the foreman of
the saw pit, is dispensed with, the master
labourer in constructing engines, de-
partment and master dock builder
are dispensed with, also the master
stone cutter, Master Blackmaker to
be dispensed with, Master Cooper can
be dispensed with, Master Caulker to be
dispensed with - discharge boatbuilder
foreman, discharge Master Blackmaker
and have a foreman.

Ques: What, in your opinion, was the
cause of the abuses existing in the Yard
when you joined?

Ans: Political influence and want of
military organization and control, and
the police organization was imperfect

Ques: Do you think under the present
organization the duty can be properly
carried on and the interests of the Gov-

6
ment fully paid, and is there any thing required to perfect the discipline of the Yard?

Ans: The Naval officers should have as much control as they have on board ships, and all the employees should feel as if efficiency alone and not politics, should be the test of tenure of appointment, as in the yards of England and France; at the same time no interference with the political rights of the workmen should exist.

Ques: What facilities have the officers attached to a Navy Yard for detecting an incompetent workman, if the Master workman wishes to withhold the fact?

Ans: They have opportunities only so far as their own vigilance is concerned, and it is not possible at all times to ferret out abuses; the system of appointment, through political influence has a natural tendency to prevent Master workmen from exposing neglect of duty or an incompetent person for fear of losing their place through the combined influence of the workmen. We have in this Yard many good Master workmen and I consider the difficulties now existing owing more to the evils inherent in the system than to any fault in the men themselves.

Ques: Are there or not, in your opinion, more men employed frequently in

the different departments than are necessary to perform the work promptly and efficiently, and could not the number be often reduced with benefit to the service, and should not the officers of the Yard be competent to make such reduction?

Ans: A short time since finding that there were a number of inefficient men in the gangs of the Master laborer, fifty of the most inefficient were ordered to be discharged. But this was done by authority and instructions from Circular of the Secretary of the Navy of 14 December 1858.

Ques: Do you think the efficiency of this yard has been increased since the investigation of the recent Naval Committee at Washington City?

Ans: I think it has been increased, and was increasing before the investigation of the Naval Committee.

Ques: Would it not be better to have any Master workmen appointed Warrent officers, to hold their position during good behavior?

Ans: Unquestionably, provided that the Master workmen be selected by the joint advice of the officers of the Yard and the Mechanical head, and an examination instituted into their character, morally, physically and professionally.

8
April 11. Examination of Command-
er Foote resumed —

Ques: Will you state the condition of
the Naval Constructors department of
this Yard in regard to efficiency and
subordination?

Ans: The head of that department,
Mr B. H. Melano Naval Constructor, is
distinguished in the service for his ef-
ficiency and tact in the discharge of
his duties; he is in the Yard every
morning at eleven and superin-
tends personally and faithfully all the
work entrusted to his charge. He
only leaves the Yard at eleven at
night and may be said to be here ha-
bitually throughout the day. I have
no fault to find in regard to him; he
is subordinate and never leaves the
Yard during working hours without
permission of the Executive Officer or
informing him; he informs the Execu-
tive Officer of the general nature of his
work and is always ready to consult
the Executive relative to the general
distribution of his duties. But the
acquisitions in that department
for employing men, for material, and
for the discharge of men, do not go
through me, and as far as I can learn
have not been sent through the Execu-
tive to the Commandant. This lessens
an important check which, in taking
in mechanics and workmen into the
Yard, and the Master Workmen in the

Constructors department, leaves an opportunity of putting in inefficient men, or however brought upon them political pressure to bear in any appointments of Mechanics of labourers.

As an illustration - there has been within the last three days an instance of a Master Mechanic being pressed to take on a man lately discharged, at least this man was discharged amongst others on account of his not being required at that time, those who were least efficient being selected to go, it being intimated to the Master Mechanic that an appeal from his course would be taken, and if I do not mistake, that appeal was to be made to the Authorities in Washington (the Department).

This is another illustration confirming my opinion already expressed about taking on men only by the force already suggested and mentioned in previous evidence.

Ques: Do you not think that the equipment of ships could be separated from the construction with advantage to the service?

Ans: I do.

Ques: What is the character of the Constructing Engineer, and what is the condition of his department, how does he perform his duties, and how often is he here?

Ans: The Constructing Engineer is an intelligent and agreeable gentleman, and some of his work, the launching ways for instance, is well done, showing skill and efficiency; but I consider the department in a very unsound condition.

The labor performed is not at all commensurate with the money expended.

I refer the "Board for Examination" to the new store house for inspection of provisioning, and the little work elsewhere performed, and the amount of money expended.

Mr. Graham comes into the yard about ten o'clock and leaves at three, and while in the yard attends to his duties to the best of his ability; but he assigns as a reason for so little work being done that he has so many incompetent assistants; he is generally here every day, but the Executive Officer knows nothing officially of his absence.

Ques: Does he leave the yard for any length of time at any time without permission from you?

Ans: He gets no permission from me, nor does he inform me that he has permission from the Commandant.

Ques: Who performs his duty in his absence?

Ans: In the absence of Mr. Graham the assistant Engineer performs his duties, but when he is present, the draughtsman, Mr. Leigh, performs the

11
duties of assistant.

Ques: Do you know why Mr. Leigh performs the duty rather than Mr. Hartings?

Ans: In consequence of Mr. Graham being ^{appointed} the appointment, and his not considering Mr. Hartings a proper selection since their association.

Ques: Do the requisitions of the Engineer for employment and discharge of men, and for materials go through you?

Ans: No.

Ques: Under existing circumstances, is not the force in the office of the Engineer too large?

Ans: I consider that it is so.

Ques: To what extent could it be reduced with regard to efficiency and economy?

Ans: I consider, for the efficiency of Navy Yards, there should be no Constructing Engineer; and a good assistant appointed, with a draughtsman and clerk, the clerk to be assisted by one or two writers, as the work in hand many require, or application to and approval by the Commandant of the yard. I am satisfied that the clashing of the two departments, (Navy Constructors department and Constructing Engineers) the keeping of separate accounts, shows conclusively that there should

12
be but one mechanical head in the
Service under the Commandant, and
be the Naval Constructor.

Ques: What is the Character of the Na-
val Engineer; who is under his depart-
ment, what is his Character for efficien-
cy and subordination?

Ans: He has a high standing as a Na-
val Engineer professionally, and morally,
he is subordinate, and conforms to the
system long prevailing; but the defects
in his department are owing rather to
the system than to the man. He has
the Plumber department under his
charge, which is prejudicial to the work
going on in the Naval Constructors de-
partment. He has the Machine Shop,
all Steam Engines in the Yard, & other
miscellaneous.

I have proposed that there should
be but one Mechanical head in the Yard
under the Military Authority. By this I
mean that the Constructor should be a
Commissioned Officer with assimilated
rank, and supervise all material work;
or in other words, to hold the same re-
lation to the Constructing Engineer and
to the Naval Engineer as the Chiefs of
their Bureaux do to their Officers in their
own Bureaux at Washington. In con-
nection with this view and to secure a
well digested system and an efficient
government in Navy Yard, I wish
further to add that the duties of an Ex-
ecutive Officer to acquaint the Commis-

13
dant with all that is going on in the Yard, and to act in his place as Commandant in his illness or absence, require that an Executive officer should have as full delegation of authority conferred on him as is usually extended on board a man-of-war by a Captain to his first Lieutenant or Executive officer.

Ques: Who attends to storekeepers duties?

Ans: Mr. Henrich.

Ques: How often is he here?

Ans: I have seen him but two or three times since I came to this Yard in the early part of November.

Ques: Who attends to his duties in his absence?

Ans: His Clerk.

Ques: Does the public service suffer from the absence of the Naval Storekeeper from his office in the Yard?

Ans: I am not prepared to say that it suffers any more than it would in any other office under Government, when the head of the department is absent.

Ques: Would not a different organization of that office promote the public interests?

14
Ans: I would place that office under an officer of the Navy that it may be under the military rule of the land; a naval officer being supposed to be more competent to judge of the fitness of stores coming into the storehouse and intended for the public ships, and the proper manner of taking care of them. The ordnance stores and the purser's stores have been taken from the Naval Storekeeper and assigned to an Ordnance Officer and an inspecting purser, and it will be found no doubt equally advantageous to the service to assign what remains in the Storekeeper's hands to a Naval officer.

Ques: Do you know how the duties of the Navy agents are performed, is the Navy agent attends particularly to his duties, what requisitions, or how are promptly complied with, whether the system of appointing Navy agents is good, and whether, from your knowledge, a different organization would not benefit the public interests?

Ans: I am not prepared to pronounce an opinion on the performance of Navy agent duties, but I do consider that a Navy officer (a purser) would more efficiently perform those duties - the qualifications of these two gentlemen being equal - by the appointment of a purser who is to pay all bills, after articles are inspected and approved, together with payment of other bills, and claims, and a performance of other duties which naturally would be specified under a new organization.

Ques: Why do you think pursers would be more efficient than Navy agents, if placed in that office?

Ans: From the fact of their being officers of the Navy, being more responsible to the Government, being subject to court-martial in case of delinquency, being more subordinate and not removed from office from political considerations with change of administration; the general business qualifications, and experience for such duties required of all the members of that corps, together with their knowledge of the requirements of the Navy - I should judge for these reasons, that the change would promote the public interests.

Ques: What is the condition of the Ordnance Department of this land?

Ans: I consider it good as far as it comes under my knowledge, the Ordnance department of the ship, being supplied promptly, economically, and efficiently.

Ques: What have you to do with the selection of the men, and do requisitions go through you, and should not requisitions for labor go through you?

Ans: I have nothing whatever to do with the selection of the men, but I think as the Commandant is frequently absent, and to bring about a proper organization, the Executive officer ought to be thoroughly acquainted with everything going on in the

Said, He cannot give the Commandant the proper information if called upon to do so, therefore the same rule should apply in the selection of men in this department, as in the other departments of the Yard.

Ques: How is the duty of inspecting clothing carried on, and how does the system work?

Ans: It is carried on efficiently, and the system works well.

Ques: Does the requisition for the employment of laborers in this department go through you?

Ans: It does not.

Ques: Can the force of this department be reduced?

Ans: I am not entitled in taking in the men, therefore I cannot say as to reducing the ordinary number; but at times, I know that additional force is required, and am frequently called upon to increase it two or three fold by your laborers.

Ques: Do you think the Clerical force of the Prison of the Yard adequate to perform the duties, and could that force be decreased?

Ans: The work is performed well and his force is no more than adequate for

170
the duty; the pay of his principal clerk is totally inadequate to the duties he performs.

Ques: How does the Mustering clerk perform his duties; are there any checks necessary to prevent frauds; is there a check officer and who appoints him; does he compare his check book immediately after muster; does the Mustering clerk ever let a man off for missing his muster without authority from the Executive officer or First Lieutenant; does the check officer or clerk keep his books in the same office with the Mustering clerk, and what is the use of a check officer if such is the case?

Ans: The Clerk of the Yard performs his duties well in every particular. He has been in the Yard since the days of Commodore Chauncey. There is no check clerk, nor with the restraints imposed and the character of the Clerk of the Yard, do I consider a check clerk necessary. The Master or 1st Lieutenant are at the Clerk's office. By an order of the Bureau of Supply and Stores, before I came to the Yard, the men are mustered at five different places. The Clerk of the Yard musters a certain number, his clerk or writer a certain number, the Naval Constructor, Clerk a certain number, the Naval Engineer writes a certain number, and the Constructing Engineer writes a certain number. The reports of these musters are made to the Clerk of the Yard.

The Clerk of the Yard musters all men when they are first employed. The Master workmen are, brought to be, daily at the Muster morning and noon, and take charge of the men after they are Mustered.

When a man does not answer his name at once he is checked by the Clerk, who musters him afterwards, but he is not allowed to go to work or to be paid till the next quarter time or quarter of the day, and is only paid for three quarters of the day. When a man wants to be absent for a fraction of a day, a quarter or a half, he reports to the Clerk and a check is given him to pass the porter lately stationed at the yard gate. The Clerk of the yard keeps the Muster books of all men, names, employed in the yard. When a man misses his muster and his services are wanted in the Yard, the Master of the department, by an order given a Muster Serjeant, makes out an order to remove his check, which order must be approved by the Commandant of the Yard before the Clerk removes his check; and when men are on duty and cannot answer their Muster, an order must be made out and approved by the Commandant and sent to the Clerk before this man's check is removed by the Clerk of the Yard.

There is no Check officer required in this Yard, as I believe that the above specified precautions, which are faithfully observed, will prevent and do prevent any abuse

Let in men coming into or going out of the Yard, in relation to the work.

The Yard Clerk here receives \$240. less per annum than that of the Clerk of a smaller Yard. His duties are responsible, onerous, and faithfully performed, and he ought in my opinion to receive a higher rate of pay. He is allowed no assistant Clerk, but a writer at \$2.50 per day, and a laborer at \$1.50 per day. They are also paid insufficiently for their services.

Ques: Can any workman go out of the Yard without a pass, and what is to prevent a laborer or mechanic from leaving directly after Muster?

Ans: Since the Porter or Watchman has been stationed at the gate no man can thus leave the Yard; be fore this Porter was stationed at the gate I know that many workmen and Master, did leave the yard, but now this abuse is effectually remedied.

April 12?

Examination of Commander Hoote resumed.

Ques. Are the Master workmen obliged to present themselves at the Muster office always, at Roll call?

Ans: They are always.

April 19: Commander A.H. Foot
was recalled and the examination
resumed.

Ques: Do you think that there are
a sufficient number of officers
in the Gavel to attend properly to
the Government interests?

Ans: It is my opinion decidedly
that there should be three Lieutenants
instead of two, attached to the Gavel.
This additional Lieutenant should
be required to aid in the inspection
of all materials received in the differ-
ent departments, except in Ordnance
and provisions and clothing,
and timber and lumber. It should
be his duty to see that the quality,
quantity, price, measurement, or weight
in every instance should comply
with the terms of the contract or
requisition, and not exceeding
the market price when procured
at open purchase.

Ques: Are the persons employed on
the public grounds confined close-
ly to their duty; are any of them
employed for domestic purposes at
the officers quarters any part of
the time?

Ans: There is but one instance, and
that is of a man in the Commis-

dar's house, his messenger, I have seen him at the door when calling.

I will add that the man attending upon the grounds at the Commandant's house is paid by myself \$6. per month in consideration of making the place nice generally, out of working hours.

Ques: How many persons would be necessary to perform the duties of taking care of the public grounds and maintaining them in the present condition, if a gang under a leader had the whole in charge throughout the year?

Ans: I would continue the present arrangement if it be expected to keep the grounds in order. I do not believe that the same number of men would do the work now performed, if done as proposed in the question.

Navy Yard
New York July 11/59

Copy - To Hon. Secy. Navy
July 14-1859

Sir,

Having cruised for two years in the East of Africa, under the Washington Treaty, I take the liberty of submitting to the Department, my views, in relation to our legal Commerce - the participation of our vessels in the slave trade, together with the best points for Cruising on that Coast.

The ^{exercised} ~~experienced~~ British Squadron, has always ^{been} a most commendable zeal in the suppression of the Slave trade. Whatever may have been the motives of the officers, or ^{even} ~~even~~ of the government itself, the historical fact is established, beyond controversy, that a systematic and efficient force, has always been found at the different Slave Stations, on that Coast. Had the U.S. Cruisers, agreeable to the Treaty, cooperated with the English, who have either a Steamer, or Sailing vessel, stationed within 20 miles of each other, with intermediate Cruising in boats, the Slave trade under the Am. flag, would long ago have been permanently suppressed. I say this confidently, from my own experience, as the "Perry", under my command, in 1850-51, did, when the Slave trade was at its height,

Stop the use of our flag in that traffic, I cruised
in company with the Steamer commanded by the
Hon. Cap^t Hastings, the Senior British officer of the
Southern division, which officer, it was always ready
to take one of our boats, aboard, and steam to
any part of the coast where a suspicious Am.
Vessel appeared. This Senior officer was informed,
as often as once during the week, of the number
and supposed character of all vessels, at the
different points, on the coast; and also received
information, from his Commodore, of the vessels
suspected of leaving Brazil and Cuba, for the
Coast of Africa, whether for legal or illegal
trade. This information was also freely commu-
nicated to me, to show further, how much
the British government has been on the alert
in relation to the Slave trade. Lord Palmerston,
then Premier, directed Sir H. Bulwer, Minister
to the U.S. to furnish him with a full report
of the proceedings of the Court, in relation to the
"Martha" our first prize. This I have from Par-
liaments of 1851, Vol. Part 1. Showing also how closely
our Squadron on the Coast, as well as the Courts
at home, have been watched. In my Cruising,
the British officers were uniformly courteous,
although I had with the Senior officer, a
protracted correspondence, fully approved
by Mr. Graham, then Secretary of the Navy;
and which resulted in the British officers

Not even going along side of a legal Am. trader
without my assent. I speak thus in detail
on these points, to show the importance of
a good understanding when in co operation
with the English Cruisers, this joint Cruising
also ^{prevents} ~~prevents~~, as Commodore Fanshawe once
remarked to me, any interference with our
legal Commerce rapidly increasing with the
Coast of Africa.

When I was on the Coast of Africa, Ambring,
some 60 miles North of Seacana, was the great
Slave mart; but since the Portuguese have
taken possession of that Section of Country,
the Barracoons have been destroyed, and the
traffic has been mostly confined to the Congo
River, North of Ambring. Such Steamers as the
Mytic and Mohawk, can easily ascend that
river, if necessary - tho' with the British Steamer
always stationed at its mouth, vessels can
be overhauled before entering the river.
Those Steamers are well adapted to African
Cruising - far more so than our best sailing
sloops of war, or frigates. Should the Slaves,
at any time change their Cruising ground,
as they often do, when they see the dreaded
Co operation between the two Services, our
Vessels being in possession with the information
of the English officers, could easily repair ^{to}

to the point where the traffic was most ripe,
formerly, the trade was extensively prosecuted
in the bight of Benue just north of the equator,
but the English treaties with the natives on the
Coast, and with the powerful ^{King} ~~king~~ of Dahomey
and Ashanti, superseded to the affair at Lagos,
have driven the Slaves mostly to the South Coast.
Altho Slaves occasionally appear on the Coast,
from the equator to the possessions of Liberia,
and it would be well to have a vessel, also,
visiting Liberia itself, to give that government
the moral support and encouragement, which
a man of war always imparts to a people in
the estimation of men, in an uncivilized state.

Many of our officers in command on the
African Coast, have avoided making Captures
and even of Cruising in search of Slaves
to any great extent; from the apprehension
that if Captures are made, they would not
be condemned in our Courts; but of late, the
decision, that when proper cause for suspicion
exists, the Captors are not liable for damages,
has removed this difficulty. Officers, again,
have avoided the English Cruising, lest they
should become involved in a correspondence.
Comme Freizon, however, was an exception.
He directed me to the South Coast on my arrival
at the Station.

directing me to take the treaty of
Washington, and a copy of his sailing
instructions, and to operate with the English
Southern division, I was involved in it to some
in a long correspondence, for nearly a year,
but had none in the remaining six months,
except with the Chief Justice, who was
also the presiding Judge of the Admiralty
Court, in St Helena; in fact the Senior Officer,
for the last six months, stated to me, and
was talking here of him, that he had
been directed, or ordered, to hold no further
correspondence, unless I was disposed to
renew it. The correspondence was published
in the Blue Book, and the English officers,
the not ours, are furnished with a copy.

The British Commodore divides his Squadron
into two divisions, one north, and the other
south of the Equator; each being under
the immediate Command of the Senior
Officer, who, with his vessel, remains
on the Coast for two years, with the exception
of running over to St Helena, or Ascension,
once or twice during the Cruise - for the
purpose of recruiting the health of officers,
and men. While on the Coast, they are
limited to four days in port. The Commodore
steams the entire length of the Coast - from the

Gambia river, north of Sierra Leone, to
Elephant or ^{the} Rich Bay, south by south lat.
examining all his vessels, and their log books,
to see what vessels are produced by each.
Cruising reminding the Comd^r to have religious
services aboard, if not noted in the log book.
Comd^r: Hanchaw, afterwards Admiral of
the West India and North American Station,
and now I believe of the Mediterranean fleet.
Commanded while I was on the coast, with
whom I had the most agreeable intercourse,
officially and socially, and was urged by him
to visit him and his family in London. If
we had a system in cruising similar to the
English - modified somewhat, our Squadron
would produce, both in the protection of legal
commerce, and in the suppression of the Slave
trade, much better results than it has hitherto
effected. The Perry, under my command, did
not visit Madeira till our cruise had expired,
and altho cruising 18 months - serving out no
provisions, boarding 70 vessels, cruising a good deal
in open boats, capturing three Slaves, and
suppressing Slaving under the Am^{er} flag, which
was at its height, we did not lose an officer
or a man during the cruise. I boarded most of
the vessels myself - especially after sending home
the prize prizes, as our officers were young and in-
experienced; but on one occasion,

when sending an officer to board a vessel,
which proved to be Portuguese; he, at the
request of her master, searched the vessel
and induced her on the register, as a legal
trader; after the custom of the British
officers, that she might pass the English cruises
without further examination. I admonished
the officer for this act; and issued a written
order, that no foreign vessel must be searched,
even at the request of her master; but that
on ascertaining her nationality, the officer
must leave her instantly, whether she is
engaged in legal or illicit trade. This order,
I have since been informed, was copied by
Comd^r La Belliere and given to the Comd^r
of our cruises. If not, it would seem desirable
that some such order should be given - for
reasons, which you will readily perceive.

It is desirable, at least to have an
auxiliary depot of provisions at St Paul de
Londra, as my own vessel, the Perry, could
carry but four months provisions from Porto
Praya to our station; and had not the
Commodore brought us a supply in his own
ship, on one occasion, and filled us up on
another, at Princes Island, we could not
well have cruised on the ^{South} coast,
I purchased bread however, and should
have procured

procured salt provisions, if wanted, from the
agent at Loanda, of Broekhaere &c. Valm,
who had a large number of trading vessels,
on the coast. It may be a question, in view
of the loss of provisions, from the effects of
Climate, whether it would not be economy, to
purchase ^{them} provisions, as wanted, at Loanda,
even at higher prices, than it would cost to
send them out in a store ship. The Myslie
and Mohawk, have a capacity of hold, that
will enable them to carry nine, instead of
four months provisions, rendering these Steamers
additionally adapted for African Cruising.
Loanda itself, lies in about 8° South lat., it is
a Portuguese City, containing nearly 15,000
inhabitants. It is comparatively healthy, as
proved by the residence of the Agents of Broekhaere
&c. and of the British Commissioner Sir George
Jackson, and English Consul, for many years.
The harbor is well protected, and a store
ship might lie there with perfect safety.

I have the honor to be
Very Respectfully
Yours &c

Wm Isaacson,
Secretary of the Navy,
May 1866 the form of an order.

"Ganges" Rampoon August 23rd 1878.
 My dear Capt. & wife, Left 6th I have just read of the Ward vessel to
 which you were sent and did not see the Captain. May
 all our boys be saved in the hands of the Lord.
 I accept my thanks for your highly
 esteemed letter of the 18th inst. which was filled with
 genuine expression and feelings of personal regard.
 My appreciation of the honor you do me, coupled with the
 admiration in which I am sure you have char-
 acter and Christian example and high longings, the prop-
 erty of such a distinguished friend. I hope to my next ad-
 dress from you to hear that you are relieved from further
 anxiety by the restoration of health and sight of the
 little gentle sufferer, which has had your paternal solicitude.
 I am glad to know that your career has fallen in such
 pleasant places and that the New York Fair, by affording
 a land of responsible duties and a congenial dwelling
 place, keeps you in love and in a Christian country. I know
 in many respects the service offers inducements which no other
 profession can, but to yourself should be able to offer no
 charm in comparison with intellectual pursuits and some-
 times the wife. I often think after dinner of the dearth of
 these privileges and how like this. Could I bid adieu to the
 broad new and white sea I would, like one of those parties
 which I used to get up at home and take on foot, I would ex-
 change them and its prospects. From this experience I can

My dear Capt. & wife, I am in the hands of the Lord.

ally deduces the extent of the area consequent upon your decision
at Canton. I am bound little to nothing here which
should interest you. A light or barometer has fallen very low
and though we have had for some days in the region and
the glass down low yet from which I write it is much lower than
before and I apprehend that a typhoon is near by.
How long you will have long since heard of the capture of the
allies at the Peking. That with the English and Imperial Co. we
do every body's work. With that at Peking so the said but the
recall of his instructions get with some, you will likely hear
convinced by this outgoing mail. I look for him at the North West
having, possibly a few weeks may be put on here though I trust
it is not as if he had had some share of annoyance.
He of course is just completed again and a large engine
room with engine complete. I am sure they will be beside
the building. I hope they may not be burned up again at least
until the first ones are paid off. Nothing has been done
but our claims yet, no breeding cattle, no commission
at home met and not a thing done although the M. Herald
states that the goods is already paid on that. I would like to
see a portion of it. I asked the head when here a few questions
about the claims and I received in reply the same answer which
the Chinese made (Minister) when he asked for the same
points to be away from here, which was no answer at all.

and I have written that sooner than to ask any other minister
or official here a question about our claim that I will ask
some sea Captain to give me a passage home in a ship. I never
will allow to it here, the 10th Co. may have the money and
keep it, but I will find my self in such a position again. I
am sure without it, though I should like it to help those who
depart. We have not yet been able to get already to obtain
it. Myself nothing has been done at Canton about restrictions.
Neither have the Chinese attempted to strike the fallen forts
at the Peking. I am almost sure the life of the Peking
maul's gun, so I hope the same. That a cannon escape you
had there. I wonder if Chang's remembers his trip in the gig?
The "Kam Ho" is still in Canton. (Hope she will be in the
morning for a typhoon is beginning to blow. She runs from the
Canton up into the Taku District being threatened to a bandit in.
The "Fruit" is a new boat, had 20,000. Paid out upon her and
was well. A new steamer from New York the "White Cloud"
flies daily between Canton and Hong Kong. She is very
prompt and fast. The "Williamette" is awaiting new sailors from
New York. She is the same quick pleasant boat. But the
M. H. and others are still residents and all very hospitable.
Hong Kong I always like. That harbor full of ships but
no business is offering for them. All your China friends
are well and you are often thought up in connection with
the subject of "Protection". Capt. Page is in Japan. I hope he

him before he sails for home. He last was 1st day 2nd Locust. But he
one by accident, the other by some complaint. The French one
longer than and have agreed upon a treaty with the Chinese. They
said they go back to take the French out at the Peking this
improvement of respect of our country with that of any other
at this time and how can we think that we do not see and
acknowledge the weighty sleeping. What look is all the time
estimating upon us as a nation. And yet by comparison the
country differences, local jealousies and a multitude of such
things we become blind to the whole. I only wish our
reformers, holders, our people generally, had to be killed for
the year into a place like this and to imagine they would
understand the true value of a binding into society. Let us
all study to support it instead of trying to pull it down to
the ground. But not it still is concentrated in a small
circle. I cannot make up my mind that he is guilty.
My dear Sir, I have given you a weekly notice and if the letter
may charge it to the fact of having a long journey before me
in writing and finding it pleasant in writing you of as a
character. If I can come you here pray command me. I
last from London the other day come to a residence which I
think of their quality as was intended to be. I
had given a package of cash by first of all. I presume shall
be sent you some time ago, though the old forbid you using
any when in China. How are the headaches, I hope they have ceased.
I am dear Sir, your friend,
Wm. W. W. W.

Jan. 1, 1860

An Abstract of the Log of the U.S. Ship *Naudalia*, during her cruise in the Atlantic and Pacific Oceans, from Nov. 11th 1857, to comprising Latitudes and Longitudes for the noon of each day, with number of miles sailed per day, and important events in port: also a Meteorological Table, containing indications of the Barometer and Thermometer, as observed at the hours 4-9-12 A.M. 3-8 P.M. daily.

Date	Latitude	Longitude	Barometer		Thermometer		Miles
			Hours	A.M.	Hours	P.M.	
1857 Nov. 11	Crew joined the ship. Went into Commission.		4	9	12	3	8
12							
13							
14							
15							
16							
17							
18							
19							
20	Bent all sail.						
21							
22							
23			30.02	30.14	29.74	34	51 52
24	Hauled to the buoy off Navy Yard.		29.58	29.93	30.03	40	32 32
25			30.10	30.35	30.05	30	18 20
26			30.63	30.64	30.73	17	28 29
27	Sailed for the lower harbor.		30.65	30.60	30.53	26	36 38
28			30.55	30.60	30.50	35	50 47
29			30.58	30.70	30.74	48	50 46
30			30.74	30.78	30.73	46	45 43
Dec. 1	At 6.50 P.M. sailed for Cape Horn.		30.50	30.25	30.28	45	49 45
2	41° 49' N.	69° 27' W.	30.40	30.30	30.30	30.25	30.23 44 46 39 44 44 93
3	40.18	67.13	30.17	30.10	30.08	30.08	45 47 49 53 52 138
4	37.43	62.12	30.03	30.12	30.12	30.05	30.19 49 56 57 57 57 240
5	36.28	56.59	30.13	30.25	30.30	30.25	30.25 63 65 65 60 57 205
6	35.27	52.35	30.30	30.22	30.19	30.20	30.23 58 60 60 59 58 193
7	33.54	50.19	30.22	30.35	30.35	30.35	30.40 60 63 65 63 60 169
8	33.07	47.50	30.40	30.42	30.45	30.49	30.40 63 64 67 67 69 116
9	31.51	44.25	30.40	30.40	30.44	30.44	69 70 71 71 69 123

Date	Latitude	Longitude	Barometer					Thermometer					Miles
			Hours A.M.	Hours P.M.	Hours A.M.	Hours P.M.	Hours A.M.	Hours P.M.	Hours A.M.	Hours P.M.	Hours A.M.	Hours P.M.	
Dec 10 30.15' N.	40.56' W.		30.39	30.32	30.55	30.35	30.30	69	69	69	70	68	217
11 28.20	38.56		30.40	30.40	30.45	30.36	30.40	67	67	67	67	65	192
12 25.42	35.24		30.37	30.39	30.39	30.40	30.55	67	67	68	70	69	197
13 22.42	33.51		30.30	30.36	30.36	30.30	30.30	68	71	71	71	70	220
14 19.48	32.13		30.31	30.30	30.24	30.25	30.25	71	71	71	71	72	212
15 17.05	30.56		30.20	30.20	30.25	30.20	30.20	72	75	75	74	74	190
16 13.58	30.24		30.18	30.16	30.15	30.10	30.10	74	75	75	76	77	201
17 10.33	28.37		30.15	30.15	30.15	30.10	30.10	76	76	79	78	78	220
18 6.34	26.31		30.11	30.13	30.12	30.10	30.12	78	82	80	79	75	239
19 4.51	24.24		30.20	30.15	30.10	30.02	30.02	74	76	79	75	75	129
20 3.27	22.30		30.04	30.02	30.01	30.00	30.00	77	77	77	77	77	94
21 2.38	20.02		29.97	30.07	30.07	30.07	30.07	80	78	79	76	79	55
22 2.24	30.36		30.05	30.06	30.06	30.05	30.00	78	79	81	79	78	154
23 2.06	31.27		30.00	30.10	30.12	30.04	30.00	75	79	80	79	78	169
24 4.01	32.44		30.03	30.10	30.10	30.09	30.08	78	78	78	80	79	165
25 6.10	33.31		30.10	30.10	30.10	30.07	30.07	79	81	81	81	77	155
26 8.33	34.04		30.10	30.17	30.17	30.12	30.10	79	80	79	81	80	169
27 12.10	34.46		30.10	30.15	30.15	30.15	30.15	78	78	80	80	80	198
28 15.03	35.38		30.10	30.17	30.17	30.15	30.12	78	79	82	84	80	156
29 17.26	36.08		30.13	30.13	30.14	30.10	30.08	80	81	83	86	80	169
30 20.12	37.46		30.05	30.10	30.10	30.08	30.04	79	81	81	81	79	187
31 22.56	40.25		30.03	30.07	30.07	30.05	30.05	78	78	80	76	74	219
Jan 1 10 P.M. anchored at Rio			30.05	30.15	30.12			75	76	78			128
2			30.08	30.16	30.16			77	75		77		
3 At 11:30 A.M. anchored off the city			30.08		30.12	30.07		77	85		79		
4 Saluted Brazilian Consul			30.07	30.15	30.10	30.15	76	82	83	82			
5				30.10	30.00			84	84				
6 Saluted American minister			30.00	29.96				78					
7			29.90	29.96	29.95	29.95	82	88	89	88			
8 Saluted Brazilian Commodore			29.95	30.00	30.00	30.05	84	87	83	86			
9 Saluted American consul			30.03	30.07	30.04	30.05	80	83	82	79			
10			30.05		30.10	30.08	76		80	80			
11 At 6 A.M. sailed for Valparaiso			30.00	30.10	30.06	30.08	80	83	83	80			
13 22.55	42.02 W.		30.10	30.05	30.09	30.00	30.00	78	78	82	81	78	93
13 27.15	45.38		30.00	30.00	30.00	29.95	29.95	79	80	82	85	80	133

Date	Latitude	Longitude	Barometer					Thermometer					Miles
			Hours A.M.	Hours P.M.	Hours A.M.	Hours P.M.	Hours A.M.	Hours P.M.	Hours A.M.	Hours P.M.	Hours A.M.	Hours P.M.	
Jan 14 28.31' S.	45.38' W.		29.98	30.05	30.00	30.00	30.02	77	78	76	79	76	98
15 30.51	47.18		30.00	30.03	30.03	30.05	30.00	75	75	76	76	75	162
16 33.17	49.13		29.97	29.98	30.02	30.02	30.00	73	74	72	73	75	171
17 35.04	50.39		29.93	29.97	29.94	29.98	30.00	73	73	74	72	69	121
18 36.25	52.08		29.96	29.90	29.80	29.75	29.80	69	74	70	72	65	115
19 37.55	53.18		29.90	29.98	29.99	30.03	30.05	60	58	58	61	57	118
20 37.37	54.21		30.12	30.21	30.21	29.99	29.98	53	60	62	61	63	80
21 39.37	56.18		29.93	29.94	29.90	29.90	29.80	63	59	66	67	61	164
22 39.51	57.10		29.99	29.97	29.97	29.97	29.90	59	62	65	67	66	83
23 41.31	60.29		29.76	29.70	29.70	29.63	29.60	63	67	67	71	69	177
24 42.50	61.17		29.60	29.70	29.80	29.80	29.80	64	65	65	63	61	98
25 43.58	61.04		29.86	29.95	30.02	30.04	30.00	60	63	58	58	57	90
26 44.51	61.32		30.02	29.94	29.94	30.08	30.11	59	57	58	60	60	67
27 45.37	62.09		30.20	30.37	30.20	30.08	29.95	56	57	57	59	59	90
28 48.37	64.58		29.67	29.55	29.51	29.57	29.63	56	56	57	53	51	202
29 49.11	65.52		29.80	29.97	30.05	30.12	30.15	49	49	48	50	52	36
30 50.12	65.40		30.20	29.97	29.93	29.88	29.71	50	52	55	55	53	112
31 53.24	66.38		29.47	29.40	29.45	29.44	29.42	52	53	53	54	51	194
Feb 1 54.30	65.06		29.27	29.36	29.40	29.40	29.35	49	53	58	53	50	77
2 55.33	65.18		29.61	29.62	29.72	29.77	29.75	50	50	51	50	49	96
3 56.05	66.33		29.70	29.70	29.70	29.70	29.70	52	53	53	50		92
4 56.02	69.12		29.66	29.59	29.55	29.55	29.55	51	51	50	48	27	106
5 55.40	73.13		29.50	29.53	29.52	29.47	29.35	46	47	51	49	48	145
6 55.04	75.22		29.50	29.53	29.40	29.45	29.40	49	49	49	49	48	75
7 54.30	77.51		29.39	29.16	29.12	29.15	29.17	49	48	48	48	49	124
8 54.04	78.10		29.04	29.12	29.10	29.17	29.27	48	47	46	46	46	74
9 52.17	78.30		29.10	29.12	29.10	29.10	29.00	45	47	47	47	48	132
10 52.33	79.00		29.50	29.48	29.53	29.69	29.80	48	48	47	47	45	70
11 50.51	79.32		29.98	30.00	30.00	30.05	30.02	46	48	48	49	49	113
12 49.56	79.45		30.00	30.05	30.01	29.90	29.81	50	51	50	50	51	91
13 49.46	80.27		29.60	29.71	29.81	29.81	29.90	51	51	51	52	52	78
14 48.02	79.48		29.90	29.75	29.48	29.25	29.12	52	52	54	55	55	116
15 46.39	79.38		29.05	29.37	29.35	29.38	48	50	50	50			106
16 43.51	79.14		30.02	30.15	30.20	30.25	30.30	51	51	53	53	54	169
17 41.26	78.06		30.25	30.33	30.29	30.20	30.23	55	56	60	59	59	140

Date	Latitude	Longitude	Barometer				Thermometer				Miles		
			Hour	A. M.	Hour	P. M.	Hour	A. M.	Hour	P. M.			
July 18	39.16' S.	76.41' W.	30.19	30.17	30.18	30.17	30.15	59	63	65	67	143	
19	37.18 "	75.00 "	30.06	30.10	30.14	30.10	30.09	62	63	64	63	143	
20	36.21 "	74.15 "	29.94	29.95	29.95	29.88	29.80	61	62	61	61	137	
21	35.30 "	74.36 "	29.75	29.85	29.90	29.90	29.90	61	60	63	63	93	
22	33.44 "	73.14 "	29.80	29.82	29.90	30.02	30.10	61	55	56	60	128	
23	12.45 P.M. anchored off Valparaiso. W and calculated flag officer.		30.19	30.15	30.18	30.10	30.10	60	60	63	70	96	
24			30.08		30.10		30.05	60		73		68	
25					30.15	30.17				75	68		
26			30.00		30.10	30.10	30.10	64		72	72	67	
27			30.07		30.09	30.14	30.10	64		68	70	67	
28			30.13		30.15	30.13	30.12	62		69	69	65	
Aug 1			30.13		30.09	30.09		59		69	74		
2			30.00			30.00	30.10	60			68	62	
3	Mr. Bigler, our minister visited ship.		30.13		30.15	30.12	30.08	64		69	68	63	
4			30.11		30.18	30.15	30.15	60		68	65	63	
5	Valparaiso (French Commodore) 13 guns.		30.18		30.20	30.19	30.14	59		69	70	69	
6			30.10		30.04	30.05	30.05	65		70	68	61	
7			30.00		30.08	30.07	30.00	61		62	65	61	
8			30.03		30.10	30.11	30.11	61		65	66	66	
9			30.10		30.15	30.12	30.14	61		68	71	63	
10	At 6 P.M. sailed for Caldera.		30.07		30.20	30.20	30.10	68		68	68	61	
11	30.27' S.	72.34' W.	30.11	30.12	30.10	30.11	30.12	62	62	66	63	65	152
12	28.27 "	72.13 "	30.03	30.09	30.10	30.03	30.02	65	65	67	67	66	103
13	27.29 "	71.48 "	30.03	30.07	30.07	30.03	30.04	66	69	70	70	69	94
14	At 5.30 P.M. anchored at Caldera.		30.07	30.07	30.07	30.01	30.00	67	69	71	72	73	55
15	At 3 P.M. sailed for Arica.		30.00		30.00	30.03	30.10	62		82	80	68	
16	24.50' S.	71.03' W.	30.05	30.09	30.10	30.03	30.08	66	68	68	70	68	129
17	22.52 "	70.39 "	30.00	30.08	30.08	30.02	30.02	67	69	74	72	66	111
18	Dropping off from Cobija.		30.20	30.09	30.08	30.05	30.05	67	69	69	68	68	53
19	21.10' S.	70.21' W.	30.08	30.05	30.06	30.04	30.04	65	72	72	72	67	71
20	Dropping off from Guique.		30.03	30.03	30.06	30.04	30.06	65	73	73	71	68	72
21	At 4.30 P.M. anchored at Arica.		30.07	30.08	30.05	30.03	30.09	67	74	76	74	70	73
22	At 4 A.M. sailed for Callao.		30.14	30.12	30.09	30.10	30.07	70	70	72	74	74	
23	17.24' S.	72.16' W.	30.02	30.07	30.07	30.08	30.05	70	74	74	70	71	131
24	16.28 "	73.55 "	30.08	30.14	30.15	30.10	30.14	71	75	76	75	75	101

Date	Latitudes	Longitudes	Barometer					Thermometer					Miles
			Hours	A. M.	Hours	P. M.	Hours	A. M.	Hours	P. M.	Hours	P. M.	
			4	9	12	3	8	4	9	12	3	8	
1888													
Mich. 25	13° 21' S.	73° 18' W.	30.00	30.09	30.09	30.06	30.05	70	73	76	74	70	68
26	Standing off from Michas Island	73° 14'	30.07	30.09	30.10	30.03	30.06	70	71	74	76	68	95
27	13° 14' S.	73° 23' W.	30.02	30.00	30.00	30.00	30.06	69	70	71	72	70	65
28	At 3 P. M. anchored at Callas		30.00	30.04	30.04		30.03	67	72	72		69	79
29	Calutia Egyptian government		30.00		30.07	30.06	30.06	69	73	76	74		
30			30.04		30.07	30.03	30.02	65	69	70	69		
31			30.03		30.05	30.04	30.05	68	70	72	68		
Jan. 1			30.00		30.08	30.00	30.09	67	72	75	69		
2			30.05		30.05	30.04	30.00	66	69	71	68		
3			30.05		30.06	30.00	30.00	67	69	71	70		
4			30.03		30.09	30.02	30.05	66	72	72	69		
5	Calutia Mr. Day, administrator		30.07		30.12		30.10	68	71		69		
6	Calutia - French Admiral 15 guns		30.05		30.07	30.05	30.05	68	72	72	70		
7	At 10.15 A. M. sailed for Panama		30.07		30.08	30.08	30.07	67	70	72	72		
8	9° 57' S.	79° 29' W.	30.00	29.98	29.98	29.96	29.99	71	74	77	75	75	110
9	7.40 "	80.51 "	30.00	30.04	30.03	29.93	30.01	72	76	80	77	73	152
10	5.56 "	82.13 "	30.00	30.09	30.07	30.00	30.03	72	73	75	76	74	123
11	3.20 "	82.16 "	30.02	30.08	30.05	30.01	30.00	70	71	77	77	74	165
12	1.37 "	82.02 "	30.01	30.00	30.00	29.99	30.02	75	76	78	79	76	99
13	.23 "	81.47 "	30.03	30.00	30.04	30.00	30.04	74	78	79	80	77	59
14	1.04 N.	81.12 "	30.00	30.08	30.07	30.00	30.05	76	81	82	80	80	91
15	1.44 "	80.34 "	30.03	30.12	30.11	30.10	30.00	80	82	84	83	80	52
16	3.03 "	80.16 "	30.01	30.08	30.08	29.98	30.00	79	81	80	79	79	84
17	3.48 "	80.26 "	30.00	30.08	30.04	29.98	30.01	80	78	79	79	79	62
18	4.03 "	80.58 "	30.00	30.09	30.09	30.04	30.09	78	78	80	82	79	33
19	5.21 "	79.56 "	30.05	30.12	30.13	30.06	30.05	78	79	79	79	79	88
20	6.15 "	79.52 "	30.04	30.10	30.05	30.00	30.01	80	82	82	82	80	63
21	7.16 "	79.19 "	30.00	30.00	30.04	30.04	29.99	77	79	83	84	80	33
22	7.56 "	79.10 "	30.00	30.03	30.01	29.99	29.98	79	80	76	76	79	59
23	8.54 "	80.03 "	30.00	30.08	30.06	29.98	29.99	79	80	81	83	80	81
24	8.24 "	79.30 "	30.00	30.05	30.05	30.00	30.05	79	81	83	84	82	98
25	At 10.50 A. M. anchored at Panama		30.00	30.05	30.05	30.05	30.00	80	85	82	85	80	94
26			30.02		30.05	30.02	30.00	78	82	88	80		
27			30.05		30.11	30.10	30.03	77	82	83	81		
28			30.09		30.12	30.15	30.10	79	82	82	80		

Date	Latitude	Longitude	Barometer					Thermometer					Miles
			Hours	A.M.	Hours	P.M.	Hours	A.M.	Hours	P.M.	Hours	P.M.	
			4	9	12	3	8	4	9	12	3	8	
1851													
May 29			30.03		30.07	30.03	30.03	78		80	84	80	
30			30.02		30.00	30.00	30.00	78		84	84	79	
May 1			30.00		30.06		30.00	77		81		80	
2			30.04		30.09	30.07		76		84	86		
3			30.00		30.14	30.00	30.04	78		83	86	80	
4			30.04		30.05	30.00	30.05	78		85	84	85	
5			30.03		30.08	29.99	30.03	76		84	82	79	
6			30.04		30.05	30.01	78			84	81		
7			29.98		29.98	29.98	30.03	79		81	81	80	
8			30.03		30.00	30.00	78			83	80		
9			30.00		30.08	30.00	30.02	79		81	83	81	
10	Court Martial convened.		30.00		30.04	30.00		79		85	85		
11			30.00		30.02			79		84			
12			30.02		30.07		80			84			
13			29.98		30.02	29.94	30.03	79		86	84	81	
14			29.97			29.93	79				82		
15			30.00		29.98	29.98	29.98	78		83	83	80	
16			30.02		29.90	29.94	80			84	81		
17	Capt. Jackson invalided,		30.00		30.06	30.02	30.03	80		81	82	78	
18	left to day for home.		30.02		30.04	30.03	78			84	77		
19			30.05		29.98	29.96	30.00	78		84	82	80	
20			30.00		30.00	30.00		78		86	86		
21			30.00		30.00	29.99	30.00	79		85	84	84	
22			30.03		30.06	30.03	30.00	77		84	84	81	
23			30.00		30.00	29.93	30.05	79		84	85	81	
24			29.98		30.00	29.94	29.93	79		86	86	86	
25			29.94		30.00		30.00	80		85		81	
26			30.00		30.08	30.05	30.09	81		84	82	78	
27			30.00		30.11	29.98	30.10	76		81	85	77	
28			30.02		30.07	30.05	30.05	77		86	84	80	
29			30.03		30.10	30.08	30.05	76		82	83	80	
30			30.04		30.06	30.06	30.05	78		83	81	76	
31			29.95		30.11	30.07	30.09	77		79	76	77	
June 1			30.08		30.07	30.05	30.00	78		78	79	79	
2			30.00		30.10		30.05	76		82		79	

Date	Latitude	Longitude	Barometer					Thermometer					Miles
			Hours	A.M.	Hours	P.M.	Hours	A.M.	Hours	P.M.	Hours	P.M.	
			4	9	12	3	8	4	9	12	3	8	
1851													
June 3			30.05		30.07	30.03	30.03	78		80	84	82	
4	Shifted our anchorage in shore.		29.97		30.00	29.98	30.00	80		83	83	82	
5	Court Martial adjourned and di-		30.00		30.00	30.00	29.95	78		84	79	81	
6			30.00		29.98	29.97	79			83	80		
7	Recd. Lieut. Short in place of Lieut. Dineen.		29.95		30.07	30.00	30.05	78		81	80	80	
8	Inspected by a board of officers.		29.99		30.00	30.00	30.00	78		83	84	78	
9			29.99		30.00	30.00	30.03	77		82	80	76	
10			30.00		30.05	30.04	30.00	76		82	80	80	
11			30.00		30.10	30.00	30.08	76		81	83	82	
12			30.03		30.07	30.05	30.05	82		84	84	80	
13			30.04		30.10	30.00	30.00	78		84	84	79	
14	Fire, 15 minute guns at Merid.		30.03		30.06	30.02		79		83	80		
15	for Capt. A.C. found M.D. H. deceased.		29.95		30.10	30.00	30.09	79		81	82	81	
16			29.96		30.09	30.05	30.05	79		84	83	81	
17	Capt. Jackson, invalided,		30.06		30.10	30.00	30.05	78		83	83	80	
18	left to day for home.		30.08		30.08	30.08	30.05	79		83	83	81	
19			30.03		30.02		30.03	79		77		75	
20			30.00		30.05	30.00	30.00	78		80	80	80	
21			30.03		30.00	30.00	29.98	78		79	81	80	
22	U.S. Consuls of Panama &		29.97		30.05	29.94	29.95	77		80	81	81	
23	calculated Cartagena, each 7 guns.		29.97		29.95	29.94	30.00	80		82	80	80	
24			29.97		29.94	29.95	29.97	79		79	81	76	
25			29.90		29.90	29.96	29.94	78		81	80	80	
26			29.98		29.98	30.00	30.00	79		82	83	81	
27			29.93		30.00	30.00	30.00	79		83	82	80	
28			29.96		30.00	30.00	30.00	79		83	83	80	
29			29.96		29.97	29.96		78		76	78		
30			29.90		30.02	30.00	30.00	78		79	78	76	
July 1			30.03		30.00	30.03	30.05	77		81	81	76	
2			30.00		30.03	30.03	29.98			80	82	79	
3	Ab. sailed for Nukahivai.		29.98		30.00		29.98	78		81		79	
4	7.21 N. 79.36 N.		29.95		30.03		29.95	80		78		78	71
5	6.41 " 79.58 "		29.94		29.95		30.03	79		81		81	49
6	5.47 " 80.22 "		30.00		30.06		30.04	77		77		78	69
7	4.43 1159 80.09 "		30.04		30.10		30.05	78		77		78	75

Date	Latitude	Longitude	Barometer				Thermometer				Miles					
			Hours	A.M.	Hours	P.M.	Hours	A.M.	Hours	P.M.						
July 8 3.13' N	80.15' W	29.99	4	9	12	3	8	4	9	12	3	8				
9 3.24 "	80.11 "	29.96				30.00		30.00	78	74	77	98				
10 2.87 "	79.55 "	29.95				30.00		29.99	76	78	79	126				
11 2.15 "	80.15 "	30.00				30.00		29.99	78	80	79	136				
12 2.30 "	81.16 "	29.94				30.01		30.00	78	78	75	131				
13 3.10 "	83.11 "	29.96				29.98		29.93	77	77	76	153				
14 3.57 "	83.33 "	29.98				29.98		30.00	76	77	77	159				
15 3.36 "	86.06 "	30.00				30.04		30.04	77	76	75	131				
16 3.54 "	88.13 "	30.03				30.04		30.04	77	76	77	170				
17 3.22 "	91.24 "	30.02				30.00		30.01	77	76	78	79	76	148		
18 3.06 "	94.09 "	30.00				30.06		30.04	30.03	30.03	75	76	75	75	169	
19 1.53 "	97.26 "	30.00				30.03		30.04	30.04	30.04	76	74	74	78	73	200
20 3.36 "	101.26 "	30.02				30.08		30.10	30.05	30.10	73	76	75	74	73	216
21 1.12 S	104.42 "	30.08				30.07		30.07	30.00	30.05	71	72	73	70	74	199
22 2.37 "	107.50 "	30.00				30.10		30.10	30.05	30.05	74	76	77	77	75	198
23 3.40 "	110.13 "	30.00				30.04		30.04	30.07	30.11	74	76	77	76	75	155
24 4.45 "	113.41 "	30.10				30.12		30.12	30.10	30.07	72	76	78	77	78	160
25 5.40 "	114.55 "	30.09				30.10		30.10	30.12	30.12	76	77	78	78	76	122
26 6.25 "	117.48 "	30.10				30.19		30.16	30.12	30.13	76	78	80	79	77	157
27 7.03 "	120.57 "	30.00				30.10		30.14	30.08	30.11	76	79	79	79	78	166
28 8.03 "	124.02 "	30.08				30.12		30.11	30.05	30.10	78	79	80	77	77	200
29 8.40 "	127.34 "	30.10				30.13		30.13	30.05	30.10	77	80	81	82	79	203
30 8.51 "	130.34 "	30.00				30.12		30.12	30.09	30.09	77	79	82	82	80	177
31 8.53 "	133.32 "	30.05				30.10		30.10	30.01	30.06	78	81	81	82	80	172
Aug 1 9.03 "	136.33 "	30.02				30.05		30.04	29.98	30.00	78	80	81	82	80	173
2 9.06 "	139.03 "	30.01				30.03		30.03	29.98	30.04	80	82	84	86	80	151
3 M. Mend. anchored at Nuka-hiva		30.00				30.06		30.05			80	82	82			43
4 Saluaal American flag - 21 guns		30.05				30.10		30.06	30.06		79	82	80	81		
5 9.14 S	140.29' W	30.03				30.05		30.05	30.10	30.08	76	81	81	81	80	26
6 11.07 "	143.22 "	30.00				30.01		30.00	29.98	30.01	80	79	80	80	80	198
7 13.27 "	146.25 "	29.99				30.01		30.04	30.04	30.02	80	79	81	81	79	214
8 14.36 "	147.24 "	30.00				30.10		30.10	30.04	30.07	78	78	79	78	78	105
9 16.38 "	149.20 "	30.03				29.98		29.98	30.00	30.05	77	77	77	77	77	156
10 17.22 "	149.18 "	30.00				30.10		30.12	30.08	30.05	78	77	77	80	74	136
11 Saluaal American consul						30.09		30.07				81	81			

Date	Latitude	Longitude	Barometer					Thermometer					Miles
			Hours	A. M.	Hours	A. M.	Hours	A. M.	Hours	A. M.	Hours	A. M.	
1858			4	9	12	3	8	4	9	12	3	8	
Aug 12	M. H. M. sailed for Oahu & Keolu		30.00					30.03	76		79		
13	19° 28' S.	129° 00' W.	30.08	30.10	30.08	30.03	30.03	76	80	80	79	79	78
14	21.22	140.30	30.02	30.02	30.01	29.98	29.97	77	78	79	78	76	194
15	22.51	142.59	29.94	29.95	29.95	29.90	29.90	75	76	76	74	74	204
16	24.22	139.03	29.93	29.95	29.96	30.00	30.02	74	74	74	73	74	220
17	24.21	136.17	30.03	30.06	30.08	30.08	30.05	69	70	69	69	69	142
18	23.58	133.49	30.15	30.10	30.10	30.09	30.25	67	67	68	68	68	134
19	23.55	131.59											91
20	23.20	130.32	30.20	30.21	30.25	30.20	30.15	64	64	64	65	66	86
21	23.31	130.17	30.15	30.21	30.22	30.28	30.28	69	67	67	68	67	99
22	23.55	130.12											
23	Standing off from Oahu		30.20	30.20		30.23	30.27	70	69		70	71	95
23	25.28	130.29	30.23	30.19	30.18	30.15	30.10	69	70	70	69	69	106
24	25.26	129.36	29.98	29.93	30.00	30.09	29.98	71	67	68	69	70	123
25	Standing off from Keolu		29.89	29.93	30.01	30.01	30.09	68	68	68	68	70	74
26	24.41	130.04	30.23	30.23	30.21	30.24		68	68	67	67		15
27	22.16	131.38	30.20	30.21	30.21	30.12	30.12	67	74	74	70	70	183
28	20.84	132.59	30.02	30.10	30.10	30.06	30.05	70	73	73	70	76	162
29	20.04	132.53	30.05	30.10	30.10	30.08	30.12	69	73	76	76	73	105
30	19.03	134.07	30.14	30.18	30.20	30.17	30.22	73	74	76	77	76	105
31	17.35	136.02	30.18	30.21	30.24	30.15	30.20	74	76	81	78	78	141
Sept. 1	15.59	138.26	30.10	30.10	30.14	30.14	30.05	77	78	80	80	78	175
2	15.25	140.08	30.04	30.03	30.03	29.97	30.02	77	79	79	80	78	98
3	15.03	142.27	30.02	30.09	30.05	30.02	30.10	77	81	82	82	79	137
4	15.21	144.45	30.08	30.10	30.05	30.04	30.03	78	79	81	82	78	132
5	15.09	146.24	30.01	30.08	30.08	30.00	30.03	78	82	82	82	80	100
6	15.28	147.16	29.98	30.00	30.00	30.00	30.00	78	78	81	81	79	62
7	17.07	149.22	29.96	29.95	29.95	29.95	29.95	79	75	71	71	73	170
8	M. H. M. anchored at Kahala		29.94			29.98	30.00	74		77	78		35
9			30.00										
10			30.05			30.03		30.00	74		72	80	77
11	On the 14 th while underway		30.08			30.08		30.10	75		75		72
12	the Governor of the Society Isles, with		30.05			30.08		72		76		74	
13	offings by Surgeon General and his command		30.14			30.20	30.10		71		79	82	
14	M. H. M. sailed for Hawaii												
14	17.15	150.09	30.10	30.18	30.20	30.14	30.20	70		76	78	78	39
15	M. H. M. anchored at Kailua					30.10		30.14	79		79	76	

Date	Latitudes	Longitude	Barometer								Thermometer								Miles
			Course	A. M.	Course	A. M.	Course	A. M.	Course	A. M.	Course	A. M.	Course	A. M.	Course	A. M.			
1851 Sept. 16			4	9	12	3	8	4	9	12	3	8							
17	On the 2 ^d at 2 A.M. sent two		30.10		30.12	30.10	30.12	77		80	80	80							
18	armed boats on shore to protect		30.20		30.20	30.15	30.15	76		81	79	78							
19	the property of Mr. Jordan.		30.10		30.18	30.18	30.18	76		79	80	78							
20	At 12 A.M. sailed for Tongatabu						30.20					76							
21	18° 19' S. 154° 12' W.		30.20	30.22	30.28	30.28	30.20	77	77	78	78	76		173					
22	Moved to off. Moulin's Ferry Is.		30.30	30.30	30.30	30.30	30.31	76	75	75	75	75		196					
23	Moved to off. Kororouga.		30.28	30.30	30.31	30.30	30.35	74	73	75	74	74		158					
24	21° 14' S. 164° 19' W.		30.20	30.23	30.23	30.18	30.24	71	74	74	74	74		200					
25	21° 06' " 168° 03' "		30.20	30.25	30.26	30.21	30.23	74	74	77	76	74		193					
26	21° 13' " 170° 55' "		30.24	30.25	30.21	30.20	30.27	74	76	78	77	75		136					
27	21° 28' " 174° 14' "		30.20	30.28	30.24	30.20	30.25	76	77	80	79	76		182					
28	At 15 A.M. anchored at Tongatabu		30.20		30.20	30.14	30.20	74		78	78	76							
29	At 5 A.M. sailed for Ovalau		30.18	30.15	30.20	30.18	30.15	75	76	80	81	76		46					
30	30° 15' " 176° 30' "		30.15	30.17	30.12	30.12	30.15	75	77	80	81	77		157					
Oct. 1	Moved to off. the U.S. * Moulin's Ferry Is.		30.10	30.14	30.14	30.10	30.08	77	78	78	78	78		116					
2	At 9.50 A.M. anchored at Ovalau		30.10	30.10		30.07	30.05	76	78		79			83					
3	Sent an armed expedition to the service.		30.10		30.10	30.10	30.10	77		78	77	77							
4			30.00		30.04	30.04	30.02	76		78	78	77							
5			30.02			30.05	74			77									
6	Sent an armed expedition to Waya. The service expedition returned.		30.05		30.02	29.96	74		77	75									
7			30.00		30.00	29.98	29.99	76		77	78	74							
8			30.00				76												
9			29.99		29.97	29.96	29.96	75		74	75	76							
10			30.00		30.05	30.08	30.10	74		76	76	74							
11			30.13		30.10	30.15	75		77	74									
12			30.15		30.15	30.11	30.15	75		78	77	76							
13			30.10		30.08	30.05	30.05	75		79	79	78							
14			30.05		30.12	30.04		80		81	84								
15			30.10		30.16	30.10	30.11	76		81	82	79							
16	Waya expedition returned.		30.12		30.10	30.05	30.05	78		81	80	79							
17	At 6 A.M. sailed for San Francisco		30.03			30.00	30.00	76		78	78								
18	18° 31' S. 177° 36' E.		30.00	30.00	30.00	29.99	30.03	77	78	77	79	78		99					
19	16° 14' " 170° 09' "		29.97	30.00	30.03	30.00	30.00	78	79	82	79	79		178					
20	20° 53' " 175° 26' "		30.00	30.01	30.07	29.97	29.99	79	82	84	82	81		149					
	* dropped a day on board ship, but did not change from the log.																		

* stopped a day at Tongatabu, but did not change from the log.

Date	Latitudes	Longitude	Barometer					Thermometer					Miles Sailed
			Hours	A. M.	Hours	A. M.	Hours	A. M.	Hours	A. M.			
1751			4	9	12	3	8	4	9	12	3	8	
Oct. 21	10° 50' S.	175° 30' E.	30.00	29.95	30.00	30.00	30.00	81	80	82	84	81	175
22	8° 36' "	175° 35' "	30.00	30.00	30.00	30.00	30.04	82	79	82	83	82	149
23	7° 44' "	175° 59' "	29.98	30.03	30.02	30.00	30.08	82	79	83	84	83	73
24	7° 10' "	175° 53' "	30.08	30.11	30.10	30.07	30.10	82	86	87	85	84	73
25	5° 12' "	175° 55' "	30.08	30.10	30.07	29.98	30.05	83	84	84	85	84	121
26	3° 38' " Moved to off. Rakata Is.	176° 08' "	30.00	30.03	30.00	29.95	30.00	83	84	85	85	84	137
27	1° 35' S.	175° 54' E.	29.98	30.00	29.99	29.98	30.03	82	83	84	84	84	80
28	Moved to off. Rakata Is.	175° 59' "	30.00	30.03	30.00	30.00	30.00	82	84	84	84	83	75
29	08° S.	176° 43' E.	30.00	30.03	30.03	29.95	30.04	82	83	83	84	83	97
30	158° N.	177° 52' "	30.00	30.04	30.04	29.95	30.07	82	84	84	84	83	143
31	4° 18' "	178° 33' "	30.00	30.05	30.00	30.00	30.03	82	84	85	85	84	150
Nov. 1	5° 59' "	178° 16' "	30.00	30.05	30.00	30.00	30.00	81	82	82	83	82	124
2	2° 20' "	177° 12' "	30.00	30.06	30.03	30.00	30.03	82	83	84	84	82	157
3	9° 51' "	177° 09' "	30.00	30.05	30.08	30.03	30.14	81	80	82	81	81	101
4	12° 27' "	176° 43' "	30.10	30.15	30.12	30.06	30.05	80	82	82	83	80	147
5	14° 47' "	175° 51' "	30.09	30.12	30.10	30.06	30.11	80	83	83	82	81	157
6	17° 10' "	175° 47' "	30.08	30.12	30.12	30.12	30.12	81	83	83	81	81	142
7	19° 23' "	174° 50' "	30.14	30.17	30.14	30.10	30.18	81	81	82	83	80	144
8	21° 13' "	174° 22' "	30.15	30.19	30.19	30.19	30.15	80	79	82	82	80	128
9	21° 19' "	174° 29' "	30.11	30.15	30.15	30.08	30.11	78	80	81	81	80	10
10	22° 00' "	175° 34' "	30.08	30.12	30.10	30.10	30.11	80	80	80	80	79	87
11	22° 02' "	178° 24' "	30.12	30.17	30.15	30.15	30.20	79	77	77	79	78	168
12	22° 30' "	178° 57' "	30.22	30.26	30.28	30.22	30.28	76	76	76	77	76	126
13	24° 30' "	178° 49' "	30.23	30.24	30.24	30.15	30.21	75	77	79	79	77	117
14	25° 51' "	179° 56' W.	30.16	30.22	30.23	30.23	30.27	79	74	75	74	72	161
15	27° 42' "	179° 00' E.	30.30	30.30	30.30	30.26	30.29	71	72	73	73	72	123
16	28° 57' "	179° 14' "	30.21	30.33	30.30	30.14	30.16	70	73	75	74	72	78
17	30° 32' "	178° 45' W.	30.11	30.15	30.15	30.10	30.10	72	73	74	74	72	151
18	31° 42' "	175° 00' "	30.11	30.18	30.18	30.14	30.20	72	73	72	72	69	206
19	32° 56' "	171° 08' "	30.15	30.16	30.16	30.13	30.18	69	68	69	69	65	113
20	33° 47' "	167° 29' "	30.18	30.18	30.18	30.19	30.21	61	61	61	61	59	193
21	34° 43' "	163° 07' "	30.22	30.28	30.26	30.29	30.40	55	55	58	56	55	212
22	34° 34' "	159° 55' "	30.25	30.30	30.33	30.34	30.55	55	55	55	57	58	195
23	34° 55' "	158° 03' "	30.61	30.70	30.65	30.64	30.69	61	59	61	61	60	143
24	36° 43' "	156° 00' "	30.68	30.61	30.58	30.55	30.49	57	58	60	60	60	148

Date	Latitudes	Longitudes	Barometer					Thermometer					Miles	
			Hours A. M.					Hours A. M.						
			4	9	12	3	8	4	9	12	3	8		
1858														
Nov 25	38.02' N.	152.03' W.	30.45	30.36	30.33	30.29	30.25	60	62	63	61	61	212	
26	39.00	147.29	30.18	30.15	30.15	30.10	30.10	61	63	64	63	62	237	
27	39.03	142.43	30.13	30.20	30.22	30.27	30.33	61	63	63	62	62	237	
28	39.16	138.08	30.42	30.43	30.41	30.40	30.39	63	63	64	63	63	230	
29	38.46	133.24	30.29	30.31	30.30	30.30	30.29	62	60	58	58	57	224	
30	38.17	128.60	30.20	30.22	30.20	30.13	30.10	57	57	58	57	57	219	
Dec 1	37.38	124.57	30.09	30.12	30.10	30.09	30.04	55	51	52	52	52	209	
2	No observations, standing off shore		30.00		30.00		30.00	50		50		47	47	
3	At 7 P.M. anchored at San Francisco				30.20	30.08				46	50			
4	At 4 P.M. anchored off Navy Yard		30.05		30.05	30.05	30.05	46		47	47	46		
5			29.45		30.00	29.93	29.93	45		48	48	46		
6			29.92		30.07	30.06	30.30	45		45	48	45		
7			30.32		30.37		30.37	38		47		46		
8			30.35		30.30	30.25	30.28	38		40	43	38		
9			30.24		30.25	30.21	30.10	37		43	44	43		
10			30.20		30.13	30.05	29.97	45		44	43	42		
11			29.89		29.85	29.88	29.90	49		48	52	44		
12			29.97		30.05	29.95	30.03	44		49	50	49		
13			30.00		30.00	30.00	30.00	45		50	49	48		
14					30.22	30.23	30.24			50	49	48		
15			30.30		30.28	30.25	30.28	44		45	48	45		
16			30.28		30.30	30.27	30.28	45		46	47	44		
17			30.20		30.18	30.17	30.15	42		45	46	48		
18	Hauled in on account of dry dock		30.16		30.22	30.23	30.21	43		50	51	45		
19			30.20		30.36		30.35	42		43		46		
20			30.23		30.35	30.23	30.30	44		50	49	42		
21			30.21		30.23	30.26	30.25	44		49	50	48		
22			30.28		30.28	30.27	30.27	43		46	48	49		
23					30.09	30.00	30.00	49		44	47	44		
24					30.05							45		
25			30.10		30.15	30.10	30.15	44		48	50	48		
26			30.14		30.02	30.03	30.00	44		50	54	50		
27			29.92		30.06	29.96	30.00	49		49	52	48		
28			30.10		29.96	29.95	30.00	47		48	49	45		
29			30.10		30.15	30.20	30.22	41		48	47	47		

Date	Latitudes	Longitude	Barometer					Thermometer					Winds
			Hours	A.M.	Hours	A.M.	Hours	A.M.	Hours	A.M.	Hours	A.M.	
1888			4	9	12	3	8	4	9	12	3	8	Sailed
Dec. 30			30.25	30.34	30.36	30.33	40	48	50	48			
1889			30.34	30.34	30.38	30.23	49	50	55	49			
Jan. 1			30.35	30.45	30.37		44	49	49				
2			30.38	30.55	30.31	30.35	47	48	50	46			
3			30.30	30.31	30.33	30.37	46	49	49	49			
4	Hauled out to buoy.		30.25	30.23		30.20	43	44		42			
5	At 3 P.M. anchored off San Juan		30.10	30.18	30.15	30.20	39	45	51	45			
6	at sea		30.20	30.27		30.30	44	57	53	48			
7			30.35	30.30	30.35	30.48	43	44	46	46			
8	Saluted French consul		30.47	30.31	30.33	30.31	44	44	50	45			
9	9 guns		30.20	30.24	30.20	30.15	38	42	42	40			
10	At 3 P.M. sailed for Guaymas		30.16	30.20	30.20	30.21	39	38	41	44			
11	30° 16' N.	123° 13' W.	30.20	30.22	30.21	30.18	30.16	53	50	53	53	52	94
12	33.25 "	122.06 "	30.15	30.21	30.28	30.22	30.27	57	54	58	56	54	176
13	31.27 "	121.24 "	30.21	30.39	30.58	30.30	30.39	64	53	58	57	55	49
14	30.26 "	120.53 "	30.35	30.40	30.56	30.33	30.36	53	57	57	58	56	114
15	29.07 "	119.39 "	30.33	30.30	30.25	30.23	30.20	54	58	57	58	55	93
16	27.53 "	118.11 "	30.17	30.18	30.18	30.14	30.19	57	60	63	63	60	102
17	26.19 "	116.35 "	30.20	30.25	30.25	30.25	30.24	60	63	65	65	64	134
18	25.23 "	115.01 "	30.24	30.28	30.23	30.21	30.21	64	66	68	68	65	88
19	24.30 "	113.49 "	30.18	30.17	30.15	30.13	30.13	66	67	71	73	66	81
20	23.47 "	112.37 "	30.11	30.18	30.14	30.10	30.18	66	68	71	73	69	70
21	23.28 "	111.58 "	30.15	30.20	30.13	30.11	30.16	68	70	73	74	70	38
22	23.01 "	111.06 "	30.12	30.21	30.18	30.15	30.19	68	69	70	68		53
23	23.49 "	110.03 "	30.13	30.19	30.15	30.07	30.11	68	71	73	76	70	40
24	23.09 "	108.07 "	30.07	30.13	30.10	30.09	30.13	68	68	69	69	68	81
25	23.50 "	108.38 "	30.10	30.15	30.15	30.08	30.08	66	66	68	68	65	89
26	25.05 "	109.14 "	30.05	30.05	30.10	30.10	30.14	67	65	65	67	64	124
27	25.23 "	110.16 "	30.18	30.21	30.20	30.15	30.16	62	62	63	61	61	153
28	25.54 "	110.18 "	30.12	30.13	30.13	30.10	30.09	59	63	63	62	62	99
29	26.32 "	110.57 "	30.09	30.18	30.20	30.12	30.12	62	62	62	61		119
30	At 6 P.M. anchored at Guaymas		30.08	30.10	30.09		30.05	60	65	63			138
31			30.05	30.10	30.10	30.11	60		64	69	66		
Feb. 1	Saluted Mexican flag		30.16	30.23	30.20	30.23	63		70	70	68		
2	Saluted U.S. consul		30.20	30.22	30.20	30.18	62		78	78	75		

Date	Latitude	Longitude	Barometer					Thermometer					Miles
			Hours A.M.		Hours P.M.			Hours A.M.		Hours P.M.			
			4	9	12	3	8	4	9	12	3	8	
1859 Dec. 3	Calicut	109° 55' E	30.09		30.00	29.96	29.95	71		78	76	74	
4			30.00		30.00	29.93	29.95	69		71	72	71	
5			30.07		30.10	30.10	30.11	63		72	73	70	
6			30.10		30.08	30.07	30.07	67		70	73	69	
7			30.05		30.05	30.00	30.05	59		70	74	70	
8			30.04		30.05	30.05	30.06	64		71	71	70	
9			30.10		30.00	30.00	30.00	62		70	70	69	
10			29.95		30.02	30.00	30.09	64		65	64	63	
11			30.06		30.17	30.19	30.20	61		68	68	64	
12			30.09		30.20	30.18	30.15	62		69	65	65	
13			30.16		30.20	30.20	30.21	60		67	65	63	
14			30.18		30.15	30.07	30.10	63		71	74	70	
15			30.04		30.05	30.03	30.00	65		66	69	64	
16			30.00		30.02	30.00	30.03	59		68	67	64	
17	Calicut	109° 55' E	30.04		30.05	30.10	30.09	63		62	71	61	
18	M. C. M. sailed for Acapulco		30.05		30.10		30.03	64		70		66	
19	20.11 N	110.33 W	30.03	30.10	30.10	30.03	30.09	65	69	68	67	66	103
20	23.51 "	109.58 "	30.00	30.04	30.04	29.99	30.02	66	69	71	71	70	194
21	Day off Cape Majattani		29.98	30.08	30.09	30.03	30.05	68	72	74	78	71	75
22	22.13 N	106.20 W	30.06	30.10	30.09	30.02	30.02	71	73	77	77	74	52
23	20.59 "	105.58 "	29.99	30.12	30.10	30.05	30.09	72	79	78	80	75	64
24	19.29 "	105.46 "	30.04	30.10	30.09	30.01	30.00	72	83	80	79	75	89
25	18.02 N	104.42 W	30.01	30.09	30.04	30.00	30.03	72	78	78	79	76	37
26	18.45 N	104.21 W	29.98	30.05	30.03	29.93	29.99	74	76	78	77	76	22
27	18.10 "	103.40 "	30.03	30.12	30.14	30.14	30.10	75	80	79	79	78	77
28	17.79 "	102.13 "	30.02	30.08	30.08	30.10	30.10	77	79	83	83	80	90
Dec. 1	16.49 "	101.13 "	30.04	30.04	30.07	30.03	30.02	79	79	82	81	80	48
2	16.49 "	100.39 "	30.03	30.10	30.10	30.03	30.07	79	83	84	83	80	52
3	Calicut	109° 55' E	30.08	30.13	30.11	30.10	30.10	79	81	80	83	79	22
4	Calicut	109° 55' E	30.13		30.09	30.07	30.03	78		80	80	80	
5			30.00		30.00			74		80	78		
6			30.10		30.02	29.99	30.01	75		78	77	76	
7	Calicut	109° 55' E	30.00		30.04	30.00	30.02	75		75	77	74	
8			30.08		30.08	30.07	30.08	70		79	77	77	
9			30.05		30.02	29.98	29.98	74		78	77	76	

Date	Latitude	Longitude	Barometer					Thermometer					Miles
			Hours A.M.		Hours P.M.			Hours A.M.		Hours P.M.			
			4	9	12	3	8	4	9	12	3	8	
1159 Dec. 10	11° 30' N.	98° 17' W.	30.01		30.00	29.94	29.98	88		80	82	79	
	11 13.51 " N.	98.17 " W.	30.00	30.05	30.04	30.02	30.02	77	80	83	85	80	92
	12 13.21 "	98.40 "	29.98	30.07	30.04	29.98	30.05	79	80	85	84	82	80
	13 14.41 "	94.54 "	30.02	30.06	30.05	29.98	29.98	81	83	86	86	82	67
	14 14.18 "	93.56 "	30.01	30.06	30.04	29.97	30.04	82	83	89	87	84	42
	15 13.50 "	92.47 "	29.98	30.03	30.03	29.96	30.05	82	82	88	86	84	65
	16 13.36 "	92.24 "	30.00	30.06	30.06	29.99	30.04	83	84	86	87	84	34
	17 13.35 "	92.03 "	30.07	30.11	30.09	30.01	30.00	82	83	87	86	85	19
	18 13.12 "	90.27 "	29.98	30.11	30.05	30.01	30.08	83	83	88	86	83	82
	19 12.57 "	88.47 "	30.02	30.15	30.11	29.99	30.06	83	84	85	84	82	94
	20 12.25 "	87.46 "	30.08	30.02	30.00	29.97	29.99	81	82	85	86	82	85
	21 Moved off Acapulco. At 5:50 A.M. anchorage at Acapulco.		29.99	30.06	30.03	30.00	29.98	79	80	84	84	81	18
	22 Calicut 109° 55' E. anchorage at Acapulco. At 5:50 A.M. anchorage at Acapulco.		29.99				30.00	79				80	
	23 San. Hendersonville, N.C. dearest.		30.03		30.06	30.01	30.04	76		83	81	81	
	24		30.05		30.04	30.04	30.03	78		85	85	82	
	25		30.03		30.00	29.95	29.90	76		85	85	81	
	26		29.99		30.01		30.00	73		86		81	
	27		30.00		30.04	30.00	30.00	77		82	84	81	
	28		30.00		30.00		30.00	76		86		84	
	29 Fixed at target.		30.00		30.02	29.99	30.00	78		83	83	80	
	30		30.05		30.06		30.03	73		83		80	
	31		30.08		30.04	30.03	30.08	81		82	83	82	
Jan. 1	11° 30' N.	98° 17' W.	30.14		30.06	29.96	30.02	79		88	88	84	
	2 10.43 " N.	86.56 " W.	30.02	30.08	30.08	30.00	30.00	79	82	80	82	83	152
	3 9.47 "	86.11 "	30.05	30.04	30.09	30.03	30.08	81	82	87	85	82	96
	4 9.35 "	85.39 "	30.09	30.10	30.10	30.00	30.06	82	80	81	83	79	51
	5 9.00 "	84.58 "	30.04	30.08	30.04	30.03	30.03	79	85	83	83	81	48
	6 8.04 "	84.06 "	29.98	30.10	30.03	29.98	30.00	80	85	85	84	82	62
	7 7.46 "	83.10 "	29.98	30.07	30.10	29.98	30.04	81	82	86	83	83	56
	8 7.35 "	82.37 "	30.03	30.08	30.08	30.05	30.04	82	85	85	86	81	53
	9 7.06 "	82.13 "	30.07	30.10	30.15	30.08	30.10	81	81	82	81	81	48
	10 7.03 "	82.02 "	30.00	30.10	30.06	29.98	30.00	80	81	81	82	81	47
	11 6.34 "	81.42 "	29.98	30.04	30.04	29.97	29.98	80	85	82	83	80	51
	12 6.46 "	81.20 "	29.99	30.05	30.03	29.97	29.96	79	79	83	82	80	41
	13 7.01 "	80.50 "	29.90	30.04	30.02	29.92	29.98	78	83	82	82	81	43

1163

Date	Latitude	Longitude	Barometer				Thermometer				Miles		
			Hours	A.M.	Hours	P.M.	Hours	A.M.	Hours	P.M.			
1859			4	9	12	3	8	4	9	12	3	8	
Apr 14	7° 19' N.	79° 36' W.	29.98	29.98	29.98	29.92	29.95	78	78	80	81	80	97
15	7° 45' "	79° 10' "	29.90	29.97	29.94	29.89	29.92	79	79	82	83	81	113
16	8° 31' "	79° 17' "	29.90	30.00	30.02	29.90	29.98	79	80	82	86	80	123
17	At 3 A.M. anchored at Carapana		29.98		30.08	30.00	30.00	78		82	80	78	
18	At 12.55 anchored at inner anchorage												
19	And 17 minute gun at 12.30 P.M. for												
20	Capt. master Brown deceased												
21	Court of enquiry convened on board		29.98		30.03	29.94	30.05	78		83	84	80	
22			30.00		30.00	29.98	30.00	79		85	85	83	
23			30.00		30.00	29.90	30.00	79		80	89	83	
24			30.00		29.93			79					
25			30.00		30.00	29.96	29.96	79		83	86	86	
26			30.00		30.03	30.00	29.99	78		83	85	80	
27			30.00		30.00	30.00	30.03	78		84	84	81	
28	Court adjourned being informal		30.00		29.94			76		85	86	82	
29	Court commenced second time		29.94		29.93	29.93	29.93	76		87	85	81	
30			29.96		29.93	29.93	29.90	77		82	86	81	
May 1			29.90		30.00	30.00	30.00	78		85	85	81	
2	Court adjourned sine die		29.94		29.91			77		85	83	80	
3			29.98		29.99	29.93	29.93	77		80	85	83	
4			30.00		30.04	30.05	30.04	79		83	85	84	
5			30.00		30.05	29.90	30.03	79		85	85	84	
6			29.97		29.95	29.95	29.90	80		84	84	83	
7			30.00		30.05	29.95	29.94	81		85	86	85	
8			30.00		30.00	29.95	80			85	80	84	
9			29.91		29.95	29.94	80			85	85		
10			29.94		30.02	29.98	83			84	84		
11			30.00		30.04	30.00	29.94	80		83	86	82	
12			30.00		30.05	30.03	30.02	81		83	83	83	
13			29.92		29.97		80			86	83		
14			29.96		29.97	29.90	29.94	79		86	85	83	
15			30.00		29.98	30.00	29.98	81		84	81	78	
16			29.90		30.06	29.92	30.04	76		82	82	80	
17			29.98		30.00	30.00	77			82	79		
18	U.S. Minister to Granada		29.90		29.93	29.93	29.93	77		79	79	76	
19	Saluted 17 guns		30.00		29.92	29.98	29.90	76		81	79	77	
20			29.90		30.08	30.08	30.00	76		78	78	78	

Date	Latitudes	Longitude	Barometer				Thermometer				Miles	
			Hour	A. M.	Hour	P. M.	Hour	A. M.	Hour	P. M.		
1859			4	9	12	3	8	4	9	12	3	8
May 19			30.00		30.00	30.04	30.02	76		80	82	82
	20	Fixed at target, great guns & small arms	30.03		30.11	30.04	30.04	83		82	83	81
	21		30.10		30.04	30.05	30.00	81		83	84	81
	22		29.97		30.04	30.05	30.05	79		83	83	83
	23		30.00		30.00	30.00	29.93	71		84	83	79
	24	Spilled flag at fore & American flag at stern & mission at 11.30. Small guns sent to 7	29.95		30.03	30.00	30.00	76		80	82	80
	25		30.05		30.00	30.00	30.00	78		85	85	80
	26		29.95		30.05	30.00		77		83	83	
	27	Fixed at target	29.96		29.97	29.95	29.95	79		84	83	82
	28		29.97		30.02	30.00	29.95	79		84	83	83
	29		29.98		30.00	29.96	29.90	78		83	81	81
	30		29.92		30.00	29.90	30.00	79		85	82	78
	31		29.92		29.91	29.91	29.90	78		81	81	80
June 1			29.96		30.00	29.98	29.95	78		76	79	76
	2		29.90		30.03	29.90	30.03	75		82	84	84
	3		29.98		29.97	29.90	30.00	78		84	84	84
	4		30.00		30.01	30.00	29.90	79		84	86	82
	5		29.95		30.05	29.95	30.00	80		84	86	80
	6		30.00		30.00	30.00	30.00	80		83	83	83
	7		30.05		30.02	30.00	30.00	80		86	85	83
	8		29.95		30.00	29.93	29.95	80		86	82	81
	9		29.93		29.91		80			85		
	10		29.98		29.94	29.93	29.94	81		87	86	84
	11		29.88		30.00	29.82	29.94	80		85	82	79
	12		29.90		29.90	29.89	29.90	80		85	82	82
	13		29.98		30.00	30.00	29.99	80		81	80	79
	14		29.90		30.05	30.00	30.03	77		82	83	82
	15		29.92		29.97	29.96	30.00	78		81	84	79
	16		30.00		29.99	30.00	29.97	79		85	86	78
	17		29.94		30.03	30.00	30.03	77		84	84	82
	18		30.00		30.00	30.00	29.95	78		85	84	82
	19		29.98		29.97	29.94	29.95	80		84	81	81
	20		30.00		30.02	30.00	30.00	80		82	82	81
	21		29.95		30.05	29.98	30.05	80		81	81	80
	22		29.92		29.98	29.96	30.02	79		79	79	78

1164

Date	Latitude	Longitude	Barometer					Thermometer					Misc
			Hours	A.M.	Hours	P.M.	Hours	A.M.	Hours	P.M.	Hours	P.M.	
1159			4	9	12	3	8	4	9	12	3	8	Sailed
July 23			30.03		30.00	30.01	30.00	79		83	82	81	
24			30.00		30.00	30.03	30.01	80		83	83	76	
25			30.00		30.08	29.98	30.00	78		82	82	79	
26			30.00		30.06	30.00	30.03	78		82	82	78	
27			30.00		30.03	30.03		77		78	77		
28			30.08		30.08	30.03	30.06	77		80	83	80	
29			30.08		30.12	30.08	30.08	79		83	80	80	
30			30.00		30.08	30.00	30.03	78		82	81	80	
July 1			30.04		30.00	30.00	30.00	78		76	79	79	
2			30.06		30.09	30.07	30.06	79		82	83	79	
3			30.07		30.13	30.00	30.08	79		81	81	80	
4			30.00		30.03	30.00	29.95	79		85	80	79	
5			29.98		29.90	29.94	29.98	78		85	87	83	
6			30.00		30.00	30.00	29.97	78		80	84	80	
7			29.95		30.05	30.00	30.00	79		83	83	80	
8			30.00		30.00	30.00	30.00	79		87	85	81	
9			29.96		30.00	29.98	30.00	78		84	81	78	
10			30.00		30.00	30.04	30.03	78		82	83	79	
11			30.10		30.00	30.00	30.08	77		84	79	77	
12			30.05		30.05	30.00	30.00	78		78	75	75	
13			30.03		30.03	30.03	30.00	75		81	82	79	
14			30.03		30.03	30.05	30.00	78		83	80	79	
15			29.95		30.02	29.95		78		85	80		
16			30.00		29.96	29.95	29.95	79		82	83	82	
17			29.94		29.93	29.92	29.95	79		85	86	82	
18			29.96		29.99	29.95	29.95	80		86	81	81	
19			29.94		30.00	29.94	29.98	78		83	84	80	
20			30.00		29.98	30.00	29.92	79		80	84	80	
21			29.95		29.93	29.90	29.93	79		82	79	78	
22			30.00		29.97	29.98	29.98	78		82	83	80	
23			29.90		30.00	29.98	30.00	78		80	78	78	
24			30.00		29.93	29.95	29.90	76		86	84	81	
25			29.94		29.90	29.94	29.94	79		86	83	80	
26			30.00		29.99	29.99	29.99	77		83	75	75	
27			30.00		30.08	29.98	30.04	78		82	81	81	

Date	Latitude	Longitude	Barometer					Thermometer					Misc
			Hours	A.M.	Hours	P.M.	Hours	A.M.	Hours	P.M.	Hours	P.M.	
1159			4	9	12	3	8	4	9	12	3	8	Sailed
July 28			29.95		30.00	30.00	29.98	78		82	83	80	
29			30.00		30.00	30.00	29.95	78		83	80	79	
30			30.00		30.03	30.03	30.00	79		80	80	77	
31			30.00		30.07	29.98	30.03	78		82	82	76	
Aug 1			30.00		30.04	29.98	29.98	78		80	80	77	
2			30.00		30.05			76		83			
3			30.00		30.06	30.03	30.01	77		82	81	78	
4			30.00		30.08	30.00	30.05	76		80	81	78	
5			30.00		30.03	30.00	30.00	77		85	83	79	
6			30.04		30.00	30.01	30.00	78		80	82	79	
7			30.00		30.05	30.02	30.03	78		79	79	76	
8			30.04		30.10	30.02	30.03	78		82	76	76	
9			29.98		30.10	30.03	30.10	70		82	81	79	
10			30.04		30.03	30.00	30.00	75		81	84	82	
11			30.03		30.05	29.98	30.00	79		82	81	79	
12			30.00		30.00	29.92	29.94	79		82	83	81	
13			29.95		30.00	29.98	30.00	76		84	84	80	
14			30.00		30.02	29.95	29.98	79		85	81	78	
15			30.00		30.03	30.00	30.00	78		78	80	80	
16			30.00		30.00	30.04	30.00	78		82	83	80	
17			30.00		30.10	30.08	29.98	79		80	80	79	
18			30.00		30.10	30.00	30.00	78		80	83	80	
19			30.05		30.05	30.01	30.00	80		84	84	80	
20			30.05		29.98	30.00	30.01	77		82	84	79	
21			30.00		30.10	30.10	30.05	78		82	82	80	
22			30.07		29.98	29.97	30.00	79		83	85	81	
23			30.05		30.00	30.00	30.02	78		85	85	80	
24			30.05		30.00	30.00	30.05	80		85	80	80	
25			30.00		30.00	30.00	29.99	80		82	84	81	
26			29.98		30.00	29.95	30.00	79		84	80	80	
27			30.00		29.93	30.00	29.99	80		84	83	83	
28			30.00		30.05	29.95		79		87	85		
29			30.00		30.03	30.03	30.00	79		85	83	79	
30			30.00		29.98	30.07	30.00	77		80	81	77	
31			30.00		30.10	30.03	30.01	77		81	81	79	

Date	Latitude	Longitude	Barometer					Thermometer					Miles
			Hour	A.M.	Hour	P.M.	Hour	A.M.	Hour	P.M.	Hour	P.M.	
1859			4	9	12	3	8	4	9	12	3	8	
Sept 1	72.0' N.	79.28' W.	30.04	30.06	30.05	29.94	30.00	79	82	83	85	85	58
2	5.35	80.03	29.90	29.99	30.00	29.98	29.93	80	79	79	78	80	134
3	3.47	79.17	30.02	30.05	30.05	29.92	29.95	79	79	80	79	80	121
4	3.04	79.37	29.98	30.03	30.03	29.92	30.00	79	79	78	80	79	143
5	2.45	79.41	30.03	30.00	29.99	29.95	30.00	79	79	80	78	77	115
6	2.37	80.18	29.95	30.04	30.03	29.98	30.04	78	77	77	78	77	119
7	2.26	80.52	29.98	30.03	30.04	29.99	30.03	75	77	77	78	78	129
8	2.33	82.03	30.01	30.06	30.03	30.04	30.03	75	76	77	77	75	121
9	1.04	81.16	30.06	30.12	30.10	30.10	30.12	75	75	76	76	75	111
10	.07	81.00	30.04	30.12	30.08	30.04	30.08	74	74	76	77	75	108
11	.26	81.40	30.05	30.13	30.09	30.02	30.00	75	73	73	73	73	146
12	.53	81.49	30.03	30.06	30.07	30.03	30.05	70	72	72	73	71	137
13	1.16	82.19	30.02	30.11	30.11	30.00	30.07	69	71	71	71	69	107
14	1.45	83.42	30.10	30.10	30.14	30.07	30.06	68	69	69	68	66	133
15	2.27	86.37	30.10	30.10	30.27	30.07	30.07	64	65	65	66	64	155
16	4.21	88.29	30.06	30.20	30.21	30.10	30.17	63	64	66	66	65	152
17	6.29	90.18	30.12	30.16	30.12	30.10	30.12	65	66	67	67	65	149
18	8.59	91.56	30.10	30.14	30.14	30.11	30.15	65	65	67	67	66	167
19	11.37	92.56	30.12	30.15	30.19	30.14	30.11	65	65	66	66	65	170
20	14.12	94.20	30.13	30.22	30.22	30.18	30.20	65	66	66	66	65	173
21	17.03	95.46	30.15	30.23	30.24	30.17	30.14	65	64	65	65	65	183
22	19.59	96.39	30.14	30.28	30.29	30.20	30.28	66	63	65	65	65	180
23	23.00	96.53	30.30	30.30	30.30	30.30	30.30	63	66	64	64	65	171
24	24.41	98.03	30.25	30.30	30.35	30.35	30.34	63	62	65	64	64	116
25	26.02	98.13	30.30	30.34	30.36	30.30	30.39	64	63	63	63	63	98
26	27.50	98.48	30.37	30.40	30.48	30.42	30.42	62	63	63	63	61	99
27	28.47	99.33	30.48	30.50	30.50	30.60	30.43	61	61	66	65	63	75
28	29.22	99.48	30.40	30.48	30.48	30.46	30.46	60	62	62	62	62	100
29	31.52	100.08	30.45	30.50	30.48	30.44	30.44	58	61	61	61	60	140
30	33.22	100.11	30.41	30.40	30.44	30.39	30.40	57	58	61	59	59	100
Oct. 1	34.50	100.06	30.38	30.37	30.40	30.38	30.40	56	56	58	56	58	90
2	35.37	99.48	30.45	30.34	30.34	30.34	30.30	56	55	61	61	57	52
3	35.49	99.23	30.28	30.29	30.28	30.27	30.30	58	60	60	58	58	66
4	35.53	94.22	30.38	30.38	30.39	30.40	30.51	57	59	62	64	59	206
5	35.41	90.45	30.41	30.56	30.50	30.53	30.45	58	62	62	61	57	181

Date	Latitude	Longitude	Barometer				Thermometer				Miles		
			Hours	A.M.	P.M.	Hours	A.M.	P.M.	Hours	A.M.		P.M.	
1857			4	9	12	3	8	4	9	12	3	8	
Oct. 6	33° 24' S.	88° 04' W.	30.50	30.50	30.51	30.50	30.49	56	61	65	62	60	131
7	34.54 "	84.50 "	30.46	30.46	30.43	30.40	30.39	58	57	57	57	56	170
8	34.26 "	81.16 "	30.37	30.39	30.50	30.29	30.30	55	55	57	58	53	179
9	33.53 "	77.05 "	30.30	30.25	30.26	30.25	30.24	52	54	55	53	53	219
10	At 3.30 P.M. anchored at Valparaiso	84.05	30.30	30.29	30.29	30.28		52	54	53	53		244
11	Recd. Link Davis on place of Link Shag	0.12		30.00		30.06		52		57		53	
12	At 3.30 A.M. sailed for New York		30.04		30.05	30.04	30.11	56		55	54	55	
13	32° 50' S.	74° 37' W.	30.11	30.11	30.22	30.20	30.18	53	55	55	54	54	121
14	33.37 "	77.42 "	30.21	30.36	30.27	30.30	30.30	53	52	54	55	53	135
15	34.47 "	80.27 "	30.25	30.26	30.29	30.27	30.22	57	50	52	53	53	144
16	34.54 "	82.39 "	30.24	30.30	30.28	30.23	30.40	53	53	55	52	55	109
17	36.42 "	83.09 "	30.40	30.43	30.42	30.41	30.42	53	53	53	52	51	115
18	36.44 "	84.10 "	30.25	30.28	30.28	30.23	30.27	51	53	53	54	53	119
19	38.53 "	83.53 "	30.18	30.28	30.33	30.30	30.39	53	53	53	52	53	99
20	39.35 "	84.00 "	30.33	30.34	30.34	30.33	30.38	55	57	56	56	54	49
21	41.58 "	83.31 "	30.22	30.30	30.30	30.27	30.31	53	53	53	57	53	144
22	44.34 "	83.06 "	30.00	29.98	29.90	29.90	29.89	55	54	53	53	48	151
23	48.14 "	82.17 "	29.86	29.70	29.76	29.77	29.70	49	49	51	50	47	338
24	51.22 "	80.31 "	29.56	29.29	29.31	29.34	29.39	45	47	48	46	43	262
25	54.15 "	78.08 "	29.35	29.38	29.27	29.24	29.33	44	44	44	45	43	213
26	56.28 "	75.31 "	29.25	29.42	29.44	29.51	29.58	40	40	41	41	39	212
27	56.39 "	67.31 "	29.60	29.46	29.63	29.66	29.50	38	38	37	40	37	199
28	56.38 "	65.36 "	29.42	29.43	29.40	29.45	29.49	37	37	41	39	39	98
29	55.18 "	64.34 "	29.47	29.60	29.62	29.68	29.75	37	39	42	39	37	120
30	55.32 "	63.49 "	29.68	29.72	29.72	29.77	29.85	38	36	38	36	35	55
31	55.30 "	61.37 "	29.89	29.96	29.93	29.98	29.95	37	47	42	41	40	68
Nov. 1	55.53 "	58.03 "	29.85	29.79	29.80	29.73	29.65	40	40	42	42	41	121
2	55.55 "	54.21 "	29.40	29.41	29.42	29.35	29.51	35	38	37	39	40	103
3	53.52 "	50.20 "	29.65	29.83	29.88	29.93	30.08	39	40	44	43	41	163
4	51.20 "	46.33 "	30.10	30.20	30.24	30.27	30.34	40	40	38	42	40	198
5	49.06 "	45.05 "	30.28	30.35	30.31	30.30	30.33	35	37	40	41	41	125
6	47.32 "	43.02 "	30.21	30.30	30.26	30.24	30.23	42	44	48	49	48	116
7	47.00 "	42.18 "	30.07	30.10	30.06	30.06	30.05	45	48	55	53	45	53
8	45.02 "	40.47 "	29.93	29.91	29.90	29.88	29.91	47	50	50	50	49	158
9	42.16 "	38.24 "	29.80	29.91	29.96	29.96	29.95	47	47	50	52	49	199

1166

* less minutes the Bar fell 12

Date	Latitudes	Longitudes	Barometer					Thermometer					Miles
			Hours A.M.		Hours P.M.		Hours P.M.	Hours A.M.		Hours P.M.		Sailed	
1859			4.	9	12	3	8	4	9	12	3	8	
Nov 10	40° 43' S.	37° 36' W.	30.05	30.09	30.10	30.10	30.04	49	52	55	53	53	85
11	38.13	"	29.91	29.86	29.79	29.73	29.78	49	52	50	50	55	147
12	35.41	"	29.84	29.93	29.97	30.01	30.09	50	60	58	61	58	189
13	33.31	"	30.15	30.20	30.23	30.28	30.31	58	61	62	63	63	168
14	31.15	"	30.22	30.35	30.35	30.35	30.35	60	62	60	62	65	123
15	29.33	"	30.31	30.31	30.30	30.31	30.30	62	64	70	70	68	106
16	28.38	"	30.27	30.23	30.22	30.19	30.28	68	69	70	70	69	60
17	27.17	"	30.29	30.29	30.29	30.29	30.29	68	69	68	70	70	62
18	25.33	"	30.25	30.26	30.28	30.29	30.27	69	69	74	74	78	112
19	23.07	"	30.28	30.30	30.31	30.28	30.34	72	76	75	75	76	35
20	21.56	"	30.27	30.29	30.27	30.25	30.35	73	75	76	76	74	53
21	21.13	"	30.20	30.25	30.22	30.24	30.26	74	74	74	75	74	48
22	21.08	"	30.20	30.25	30.20	30.17	30.18	75	75	76	75	75	32
23	23.44	"	30.08	30.14	30.12	30.10	30.20	75	74	76	75	74	134
24	23.10	"	30.10	30.21	30.20	30.17	30.24	74	75	75	75	75	125
25	22.22	"	30.18	30.20	30.20	30.19	30.25	74	75	75	75	74	105
26	21.37	"	30.17	30.19	30.18	30.14	30.13	73	74	75	74	75	79
27	20.41	"	30.10	30.12	30.13	30.14	30.16	73	74	74	75	74	99
28	19.35	"	30.10	30.16	30.16	30.16	30.12	73	75	76	74	74	79
29	18.37	"	30.19	30.20	30.19	30.17	30.12	74	73	74	75	74	53
30	16.44	"	30.19	30.23	30.20	30.19	30.14	73	74	76	76	75	128
Dec 1	13.26	"	30.12	30.18	30.15	30.21	30.17	74	76	76	78	76	209
2	10.23	"	30.10	30.12	30.12	30.09	30.10	73	77	76	76	79	194
3	7.27	"	30.08	30.12	30.11	30.06	30.07	77	78	80	81	79	203
4	4.16	"	30.04	30.10	30.08	30.03	30.05	78	80	80	83	78	213
5	1.33	"	30.01	30.09	30.08	29.99	30.04	80	80	81	81	80	193
6	1.01	N.	30.00	30.05	30.05	30.00	30.04	79	79	79	82	78	171
7	2.50	"	30.00	30.02	30.04	30.04	30.01	79	79	82	84	81	141
8	4.37	"	30.04	30.06	30.06	29.94	30.06	80	82	83	83	81	143
9	5.53	"	30.01	30.08	30.06	29.99	30.04	81	82	81	86	82	66
10	7.23	"	30.00	30.05	30.03	29.99	30.05	79	80	80	82	80	141
11	9.10	"	30.00	30.06	30.07	30.01	30.06	80	80	80	81	79	160
12	11.09	"	30.03	30.12	30.10	30.09	30.05	78	77	79	81	79	186
13	12.51	"	30.10	30.13	30.09	30.10	30.05	76	79	78	79	77	168
14	14.39	"	30.11	30.19	30.18	30.10	30.08	77	77	78	78	77	202

Date	Latitudes	Longitudes	Barometer					Thermometer					Miles
			Hours A.M.		Hours P.M.		Hours P.M. Sailed	Hours A.M.		Hours P.M.		Hours P.M. Sailed	
			4	9	12	3		8	4	9	12		
1859 Dec. 15	16.39 N.	54.21 W.	30.11	30.18	30.10	30.07	30.12	75	76	78	78	76	193
16	18.09 "	56.45 "	30.10	30.10	30.11	30.05	30.11	76	77	77	79	77	145
17	18.46 "	57.43 "	30.09	30.11	30.13	30.08	30.12	77	77	78	81	78	53
18	18.28 "	59.09 "	30.05	30.11	30.10	30.08	30.07	76	77	78	78	78	69
19	19.28 "	61.29 "	30.09	30.10	30.12	30.07	30.11	76	76	78	76	75	146
20	20.53 "	63.24 "	30.10	30.17	30.15	30.13	30.17	75	76	76	78	76	138
21	22.31 "	65.02 "	30.17	30.21	30.14	30.12	30.27	76	77	78	78	77	119
22	24.56 "	66.21 "	30.30	30.30	30.20	30.25	30.28	77	78	78	74	77	137
23	27.19 "	67.39 "	30.20	30.22	30.21	30.12	30.10	75	76	74	76	76	150
24	30.01 "	68.41 "	30.07	30.11	30.10	30.11	30.07	71	70	69	68	68	189
25	30.46 "	69.00 "	30.25	30.32	30.40	30.39	30.38	64	63	63	63	64	118
26	30.11 "	70.03 "	30.40	30.37	30.30	30.50	30.32	63	63	64	65	68	64
27	30.23 "	70.23 "	30.18	30.20	30.20	30.34	30.30	68	68	67	62	63	146
28	33.43 "	71.48 "	30.30	30.30	30.27	30.24	30.20	64	63	62	62	61	83
29	33.30 "	72.19 "	30.21	30.22	30.22	30.19	30.11	61	62	62	62	66	166
30	36.22 "	74.43 "	29.40	29.98	29.98	30.01	30.22	57	56	39	36	38	169
31	40.03 "	73.58 "	30.19	30.27		30.25	30.33	56	36		36	33	150
Jan 1	42.30 W.	Made fast to the Navy Yard Brooklyn N.Y.											73

1167

Recapitulation

Sailed From		Arrived At		At Sea		In Port		Miles	Average
Ports	Daily	Ports	Daily	Hours	Days	Hours	Days	Sailed	per hour
Next into commission		Portsmouth N.H.	18 th Aug				20 18 30		
Portsmouth	1 st Dec	Rio de Janeiro	19 Jan	31	5 30		9 8	5384	71 1/2
Rio de Janeiro	11 Jan	Valparaiso	23 Feb	43	6 1/2		15 3 15	4989	44 1/2
Valparaiso	18 Feb	Caldera	14 Feb		5 22 30		23 30	4044	42 3/4
Caldera	15	" Arica	21		6 3 30		11 30	509	33 3/4
Arica	22	" Callao	28		6 11		9 19 15	539	33 3/4
Callao	7 Apr	Panama	25 Apr	18	15		69 08	6616	35 1/2
Panama	3 July	Nuka Kiva	3 Aug	30	17 30		1 16	4593	61 1/2
Nuka Kiva	3 Aug	Sabiti	10		5 9 43		1 16 17	835	63 3/4
Sabiti	12	" Sabiti	8 Sept	27	8 30		5 15 30	3266	47 1/2
Sabiti	14 Sept	Raiatea	15		1 1 20		5 4 40	37	
Raiatea	2	" Pongatobor	28		7 20 15		21 15	1238	64 3/4
Pongatobor	29	" Oudlou	3 Oct		3 4 20		14 20 10	402	32 1/2
Oudlou	17 Oct	San Francisco	5 Dec		27 13		37 20	6654	56 1/2
San Francisco	10 Jan	Guaymas	30 Jan	20	3		18 19	1934	4
Guaymas		Acapulco	5 Feb	12	23 50		6 21 20	9415	30 1/2
Acapulco		Realijo	22		7 20		9 17	678	22 3/4
Realijo	1 Apr	Panama	17 Apr	15	16 10		156 17 15	1075	26 1/2
Panama	31 Aug	Valparaiso	10 Oct	20	15		1 7	5418	35 1/2
Valparaiso	13 Oct	New York	19 Jan	81	11			10545	53
New York up to Jan. 3 rd 1860							1 9 30		
				4 14	14 43	368	9 17	51,061	
Days at sea				Days at sea		Salute.			
in port				568. 9. 17		Rio de Janeiro		6 salute. 88 guns.	
Miles sailed				51,061		Valparaiso		2 " 26 "	
Average Miles sailed (per day)				133.32		Callao		3 " 51 "	
" " " (hour)				5.150		Panama 1 st time		3 " 27 "	
Salute fired				38		Marquesa delos		1 " 31 "	
Number of guns fired in saluting				320		Society delos		3 " 45 "	
						San Francisco		1 " 9 "	
						Guaymas		5 " 71 "	
						Acapulco		4 " 25 "	
						Realijo		2 " 26 "	
						Panama 2 ^d time		8 " 114 "	

U. S. P. S. Ohio,

Boston, Mass. Jan. 4. 1860

My dear Foote,

I hope you have had a "Merry Christmas," and "Happy New Year," and may live to enjoy many returns of the same.

I have been reading the President's Message, and from it have picked up an idea, which I will give to you for your consideration. You recollect that the official report of the affair of the "Barrier Fort" at Canton, was not made public by the then Administration, nor has it been, by the Present Administration, so far as I know, although asked for by Congress. Now the idea that I have got from the Message is, that it was the policy of the Government, not to recognize the affair, as a Government act, lest it might compromise our neutrality, and prejudice our then desired negotiations. Those things have passed - the negotiations are all terminated, and I believe every one conversant with the matter will acknowledge that the Barrier transaction had a great moral influence on the Chinese Government and tended very much to facilitate a settlement of our difficulties. There is no reason, why our Govern-

ment should not now arise and assume the affair at the "Forts," as a Government affair, and reward the actors in it, as they deserve, and as they would have been rewarded in any other Navy than ours.

The matter was talked about by some of us while in China, and it was thought that the Commanders, and Executive Officers, might be promoted, to their benefit, and by the example, to the benefit of the Service in general.

In looking over the Navy Register and referring to past wants, I am afraid if you are not promoted, water in regular orders, I may not live long enough to see you in command of the African Squadron, a "consummation" ^{desire} to be wished for by me, as I believe you would do much to suppress that horrid Slave trade.

What think you about the matter? Do you know personally any Senators, who, at your suggestion, might favor a movement for the promotion? If so do you think it would be worth while to put the ball in motion.

Unfortunately I do not know a single Senator, and could not do any thing by personal influence, but might ask something as a Constituent from our Representatives, in case the matter should be agitated.

Think of this matter, and let me hear from you.

I frequently see our old Commodore. He has recovered his health, and looks like he might stand,

another Cruise, not however to the China Seas.

There is nothing doing here in the Navy line, except the repairing of the *Minnesota*. She is in the Dry dock, and will receive considerable repairs.

Very Sincerely

Yours &c
W. Smith.

Comdr. Andrew A. Foote,
U. S. Navy,
Brooklyn, N.Y.

Vandalia, St. Vincent, Jan'y 8/60.

Dear Frito.

2 2 1/2 2 1/2 We had gales all the way, ^{number} 100
like the 23rd day. Battered a good deal of the old
walls, & all began to work. I carried away. That of
the West having a look in a great deal of water
through the ridge crest, endangering the bridge.
I therefore put down none in the cabin & you
know why. We will soon be hard on.

Ernest or rather came in with the steel, down
last, copy of exercises on in law to Admiral H. B. Coe
at Washington. He lent me a copy of your work
and he actually, I think, which will amuse
you as I hope he then copied it now earlier
than for your satisfaction. They amused me
mightily. I told Com. A. that I meant to
tell you about them. So its all fair.

From my talk to Alexander, Pine said he must see the book 1st.

not less 4 English & 1 Russian Steamer
hoof. They tell me the Pandharis likely
to be the only man of war, of all the
Nations on the East India Station
Steamer. I write to the French Steamer (mail)

Dear I write by the French steamer (mail)
 from Paris, now coming. Best regards to
 Mr. Fort's war family, to Anne & Mr.
 Brodie, Capt. & Mrs. Wedd & W. & Mrs. Henry.
 Love for all much thanks for kind
 attention

2 1/2 1/2 All well.

Cap. A. H. Foote }
1171A

Faithfully Yours
S. Phillips Lee

2. No! No!

Yes! Yes!

Unpleasantly surprised to learn of

before the American people have
known more than two vessels
sent to Africa!

So it is with all of these things!

These vessels are sent to

the coast of Africa!

Unpleasantly surprised to learn of

before the American people have

known more than two vessels

sent to Africa!

So it is with all of these things!

These vessels are sent to

the coast of Africa!

Unpleasantly surprised to learn of

before the American people have

known more than two vessels

sent to Africa!

So it is with all of these things!

These vessels are sent to

the coast of Africa!

Unpleasantly surprised to learn of

before the American people have

known more than two vessels

sent to Africa!

So it is with all of these things!

These vessels are sent to

the coast of Africa!

Par. 12, p. 89. "Officers' ending 'Confusion'"

Par. 15, p. 91. "The order ending 'found it'"

Par. 16, p. 92. "May ending 'protection'"

Par. 17, p. 93. "James ending 'engagement'"

Par. 18, p. 94. "The order ending 'will you'"

Par. 19, p. 95. "The order ending 'class'"

Par. 20, p. 96. "The order ending 'protection'"

Par. 21, p. 97. "The order ending 'protection'"

Par. 22, p. 98. "The order ending 'protection'"

Par. 23, p. 99. "The order ending 'protection'"

Par. 24, p. 100. "The order ending 'protection'"

Par. 25, p. 101. "The order ending 'protection'"

Par. 26, p. 102. "The order ending 'protection'"

Par. 27, p. 103. "The order ending 'protection'"

Par. 28, p. 104. "The order ending 'protection'"

Par. 29, p. 105. "The order ending 'protection'"

Par. 30, p. 106. "The order ending 'protection'"

Par. 31, p. 107. "The order ending 'protection'"

Par. 32, p. 108. "The order ending 'protection'"

Par. 33, p. 109. "The order ending 'protection'"

Par. 34, p. 110. "The order ending 'protection'"

Par. 35, p. 111. "The order ending 'protection'"

Par. 36, p. 112. "The order ending 'protection'"

Par. 37, p. 113. "The order ending 'protection'"

Par. 38, p. 114. "The order ending 'protection'"

Par. 39, p. 115. "The order ending 'protection'"

Par. 40, p. 116. "The order ending 'protection'"

Par. 41, p. 117. "The order ending 'protection'"

Par. 42, p. 118. "The order ending 'protection'"

Par. 43, p. 119. "The order ending 'protection'"

Par. 44, p. 120. "The order ending 'protection'"

Par. 45, p. 121. "The order ending 'protection'"

Par. 46, p. 122. "The order ending 'protection'"

Par. 47, p. 123. "The order ending 'protection'"

Par. 48, p. 124. "The order ending 'protection'"

Par. 49, p. 125. "The order ending 'protection'"

Par. 50, p. 126. "The order ending 'protection'"

Par. 51, p. 127. "The order ending 'protection'"

Par. 52, p. 128. "The order ending 'protection'"

Par. 53, p. 129. "The order ending 'protection'"

Par. 54, p. 130. "The order ending 'protection'"

Par. 55, p. 131. "The order ending 'protection'"

Par. 56, p. 132. "The order ending 'protection'"

Par. 57, p. 133. "The order ending 'protection'"

Par. 58, p. 134. "The order ending 'protection'"

Par. 59, p. 135. "The order ending 'protection'"

Par. 60, p. 136. "The order ending 'protection'"

Par. 61, p. 137. "The order ending 'protection'"

Par. 62, p. 138. "The order ending 'protection'"

Par. 63, p. 139. "The order ending 'protection'"

Par. 64, p. 140. "The order ending 'protection'"

Par. 65, p. 141. "The order ending 'protection'"

Par. 66, p. 142. "The order ending 'protection'"

Par. 67, p. 143. "The order ending 'protection'"

Par. 68, p. 144. "The order ending 'protection'"

Par. 69, p. 145. "The order ending 'protection'"

Par. 70, p. 146. "The order ending 'protection'"

Par. 71, p. 147. "The order ending 'protection'"

Par. 72, p. 148. "The order ending 'protection'"

Par. 73, p. 149. "The order ending 'protection'"

Par. 74, p. 150. "The order ending 'protection'"

Par. 75, p. 151. "The order ending 'protection'"

Par. 76, p. 152. "The order ending 'protection'"

Par. 77, p. 153. "The order ending 'protection'"

Par. 78, p. 154. "The order ending 'protection'"

Par. 79, p. 155. "The order ending 'protection'"

Par. 80, p. 156. "The order ending 'protection'"

W. S. Chamberlain "Stemton"

Off Cairo September 20 1861

Dear Sir
I arrived here Saturday night
28th inst. without sticking upon any of the river.
but scrubbing upon most of them; I rounded
to at Badkash and communicated with Genl
Smith who seemed quite anxious for the arrival
of the "Conestoga"; as I mentioned I had an inter-
view with Mr. Johnson the U.S. Surveyor in
relation to the Steamboat Chamberlain No. 2
of Cairo; owned by Mr. Conn. the proprietor
of the Coal mine at the latter place.
And he gave me satisfactory evidence of the
completeness of Conn. with the river, and
the importance of his boat in the entre-
pote trade; I determined if I should meet
her anywhere on my passage down, to cap-
ture her. I was fortunate enough to fall in
with her about thirty miles above Badkash
on her return up the river, having traded
down to Cairo several barrels for the govern-
ment with Coal; Conn. being on board
mine. I brought her to. Ordered her to
be seized. Made her fast to the "Stemton"
and

And proceeded with her to this place: And
disposed her into the hands of Capt Grant,
the boat and owner will both be condem-
ned, as the evidence against them is very strong.
Last night I made run down to New
York with the hope that I might all in
with the Rebel Gunboat "Jeff Davis". As she
has recently been making her appearance
occasionally at the bend a mile and a
half below. I stopped at night to get
some information from her. Capt. Grant
was up from the landing near Fort Fisher
and was very surprised. Perhaps a log and
a much longer time that I was permitted
to return to the place to repair & equip
his it, and have it now on shore, doing the
work with my own people. And will be all
right again by dawn tomorrow.

I left the "Conestoga" at Owensboro. and
sent the R. B. back from Cincinnati. The
letter not arrived yet. And I learn
today that she is with the "Conestoga" anchored
at "Frank's Island". A Telegram received here
today says there is a rise of fighting felt
at the Ohio at Cincinnati. If such is the
case the rise will reach her in a day or
two. And both boats will soon be done.

When I left Owensboro all seemed quiet. And
there appeared to be no cause of alarm or appre-
hension of danger from the rebels. The same being
the case at Cincinnati and Cleveland. Two or
three miles from forty or fifty miles up the river.
Where I informed you in my last letter I had
sent the "Conestoga".

The "Taylor" is at Mound City completing
her repairs and alterations. And will be ready
for service I am told in the course of a few
days. With mine wishes for your continued
good health.

I am very Respectfully
Your Obedient Servant

Commander

W. H. T. S. M.

Comdg. Gunboat "Savannah"

To Commodore

U. S. F. M. S. M.

Comdg. Gunboat "Savannah"

Thank you

M.

Comdr. R. W. Stembel

U. S. Gunboat Lexington

Sept. 30, 1864

private

U. S. Gun Boat "Hopington"
Off Cairo Nov 9th 1861

Sir

This communication conveys well authenticated information, which, I trust will excuse its great length, as well as receive it an attentive perusal.

I send herewith a report of Commander Chalk, of the Gun Boat "Taylor" showing the participation of that vessel and the Gun Boat "Hopington" Commander Sturges, in the attack on the Batteries at Belmont on the Mississippi river this side of Columbus. As a synopsis of this full and extended ^{report}, I may say that the Gun Boats rendered the most effective service on this occasion having but one man killed and two wounded. In fact I am informed both by Army and Navy Officers, that the Boats, by covering the final retreat, with well directed fire of grape & canister - moving down the Enemy prevented our troops from being almost if not entirely cut to pieces.

General Grant the Com^d of General, informs me that there are 40,000 men and 100 Guns of large caliber in Columbus and its vicinity, and that the rebels intend to make this point their principal stand against the movement of the Gun Boats and troops down the Mississippi river. - a rifle shot weighing 90 lbs was heaved up by one of our men thrown a distance

of three miles from one of the rebel batteries.

The demonstration down the river, was intended rather as an armed reconnaissance, than an attack on Columbus. In fact mainly for the purpose of destroying the detachment which had crossed the river, and this was effected by capturing the cannon and burning the tents and baggage-wagons - latter accomplished by Quarter Master sketch with a detachment of men. This movement it is believed has prevented, for the present at least, a junction with Genl. Price in South West Missouri. Also the detachments being cut off which have been sent from here to attack Jeff Thompson, as well as establishing the fact of Columbus being so strongly fortified that a large land force must co-operate with the Gun Boats in order to move successfully beyond this point down the Mississippi river. On the other hand Genl. Grant is impressed with the idea that the rebels may retaliate, by an attempt to seize "Borde Point" or "Hot Shot" in this immediate vicinity, and in view of this wants early reinforcements of well equipped regiments. The General estimates the loss on our side at 230 killed, wounded, and missing and the Enemy's loss in killed, alone at 300. His own opinion is, after careful enquiry, as struggles are still going on that our loss of killed, wounded, & missing will amount to Five Hundred persons together with 250 baggage wagons, 100 horses, 1000 overcoats and 1000 blankets. - The men fought with great gallantry and General Grant & McClellan had their horses shot under them, and have not

the troops been flushed with their early success, and ^{commenced} instead of being prepared to retire which the object of the expedition was accomplished they might have left with comparative little loss but the delay gave the enemy time to creep from Columbus in great force, and hence the comparative disastrous termination in the withdrawal of our forces.

I beg leave to call especial attention to the following considerations as seriously involving the efficiency of the Naval Force here, unless an Officer of an older date of commission than myself is invested with the command, in case I am not considered eligible to the appointment of Flag Officer. When last in Cairo, I requested Brigadier General Grant the Commanding Officer of the Army here, to inform me by telegram, at St. Louis, whenever an attack upon the enemy was to be made requiring the co-operation of the Gun Boats, that I might be here to take them into action. To this the General assented, and under the assurance I returned to St. Louis, when my services were essential in settling with the Gun and Mortar Boats. But no telegram was sent me, nor any information given by General Grant when the movement upon Belmont was made, nor did he let Comdr. Walker or Stambaugh know his intentions, until he directed them to proceed with his force, on the armed reconnaissance toward Belmont. I deeply regret the withholding of this information from me, as I ought not only to have been informed, in order that I might have commanded the Gun Boats, but it was

a want of consideration towards the Navy, a co-operation force with
Army in such expeditions. General Grant however on my arrival
early this morning called upon me and expressed his regret
that he had not telegraphed as he had promised, assigning
as the cause that he had forgotten it, in the haste in which his
expedition was prepared, until it was too late for me to arrive
in time to take the command. Still in this instance, as
well as from Brig^d Genl Curtis Comdg. at St. Louis, with
to see my orders from the Navy Dept., and instructions from
Quartermaster Genl. Meigs, and suggesting that men should
not be shipped until the Gun Boats were ready for them
showing from want of experience in appreciation of our
may readily be seen the importance of the Naval Officer
Commanding whoever he may be, having the appointment
and rank of Maj Officer for the safety and efficiency
of the Gun Boats by giving him immunity from the
orders of Brigadier Generals down to Lieut Colonels, who
are inexperienced in Naval matters claiming rank over
Naval Captains of under five years date of commission.

For these reasons the Department will appreciate the embarrasment
of my position, and see that I cannot much
longer serve effectively unless rank is given me corresponding
to my command and its responsibilities.

1861

Monthly Depth of Water in the Canal at Louisville for a term of years.

1854	June	Depth in Canal	Depth in Canal	Remarks
"	"	in Canal	in Canal	Canal High, water is over
"	"	3 rd High	12 th 6 feet	20 th 7 feet nine feet, and
1855	"	5 th 4 feet	12 th 6 feet	23 rd High when there is water
1856	"	4 th 4 feet	10	3-8 in 25 3 feet for Steam Docks
1857	"	6 th 4 feet	10	6 th 4 feet 19 High on the falls.
1858	"	High	"	High 22 High
1859	"	4 feet	10	2 feet 24 High
1860	"	7 feet	10	6 feet 24 5 feet
1861	"	6 feet	10	8 feet 24 5 feet

July, July

1854	3 rd	5 feet	14	5 feet	24	4 feet
1855	3 rd	8 feet	10	6 feet	16	7 feet 24 th 4 feet
1856	3 rd	3 rd 3 feet	10	3 rd 3 feet	25	3 feet
1857	3 rd	6 th 4 feet	10	5 th 4 feet	24	4 feet
1858	3 rd	5 feet	10	5 feet	24	6 feet
1859	3 rd	5 feet	10	4 th 4 feet	24	3 rd 3 feet
1860	3 rd	3 feet	10	5 feet	24	4 feet

August

1854	4 th	30 inches	10	28 in	24	30 in
1855	3 rd	8 feet	10	7 feet	24	6 feet
1856	3 rd	30 inches	10	30 in	24	30 in
1857	3 rd	6 feet	10	6 th 4 feet	24	5 feet
1858	3 rd	4 feet	10	5 feet	24	3 rd 3 feet
1859	3 rd	3 rd 3 feet	10	3 rd 3 feet	24	4 feet
1860	3 rd	4 feet	10	4 th 4 feet	24	4 feet

September

1854, Date	Depth	Date	Depth	Date	Depth
"	in Canal	Canal	Canal		
"	3	2 feet	10 th 20, inches	24	20, inches
1855	3	5 th feet	10 th 7, feet	24	6, feet
1856	3	3 feet	10 th 30, inches	24	2 feet
1857	3	4 th feet	10 4 th feet	24	3 feet
1858	3	3 feet	10 2 th feet	24	2 feet
1859	3	4 feet	10 3 feet	24	High
1860	3	4 feet	10 4 th feet	24	4 feet

October

1854	2	30, inches	10	30, inches	24 30, inches 7 ft from Lasso Cove
1855	3	3 feet	10	6 feet	24, 4 th feet
1856	5	22 inches	10	18 inches	24 3 feet
1857	3	3 feet	10	3 feet	25 5 feet
1858	3	2 th feet	10	3 feet	25 3 th feet
1859	3	6 feet	10	5 feet	24 3 feet
1860	3	3 feet	10 th 4 feet	24	5 th feet.

November

1854	2 nd	32 inches	10	3 feet	24 Unknown 6 feet, Below Lasso
1855	3	3 th feet	10	8 feet	24 7 feet
1856	3 rd	30 inches	10	30, inches	25 3 feet.
1857	3 rd	5 feet	10	High	25 High
1858	3 rd	4 feet.	10	4 th feet	25 4 th feet, Low water Below Lasso
1859	3	3 feet	10	3 th feet	25 High
1860	3	Unknown but	Generally	High, the rest of	the year as also
					1861, until June

December

1854	Date	Depth in Canal	Date	Depth in Canal	Date	Depth in Canal
December 3 ^d	3 1/2 feet	unknown	the rest of the year and until			
1855	3 ^d	9 feet	10	9 feet	24	High June 1855. but High
1856	3 ^d	5 feet	10	8 feet	24	3 1/2 feet water until obstructed
1857	3 ^d	7 feet	10	High	24	High
1858	3 ^d	8 1/2 feet	10	High	24	High
1859	3 ^d	7 feet	10	High	24	High
1860	High water until first of June 1861.					

January

1856	3 ^d	7 feet	10	Ice	24	frozen
1857	3 ^d	4 1/2 feet	10	4 feet	24	4 feet. Canals frozen above Gate
1858	3 ^d	High	10	High	24	High
1859	3 ^d	6 feet	10	7 feet	24	High
1860	3 ^d	Ice	10	6 feet	24	High
1861	3 ^d	High	"	High	"	High

February

1856	3 ^d	frozen	10	frozen	24	Ice broken. High water
1857	3 ^d	6 feet	10	High	24	High
1858	3 ^d	8 feet	10	6 feet	24	6 feet
1859	3 ^d	High	10	High	24	High
1860	3 ^d	7 feet	10	7 feet	24	High
1861	3 ^d	High	10	High	24	High

March

	Sat	Depth in Canal	Sat	Depth in Canal	Sat	Depth in Canal
1856	3 ^d	High	10	High	24	High
1857	3 ^d	"	10	"	"	"
1858	3 ^d	High	10	7 feet	24	High
1859	3 ^d	High	10	High	24	High
1860	3 ^d	High	10	High	24	8 feet
1861	3 ^d	Same	10	Same	24	Same

April

1856	3 ^d	High	10	High	24	High
1857	3 ^d	7 1/2 feet	10	8 1/2 feet	24	High
1858	3 ^d	High	10	High	25	High
1859	3 ^d	Same	10	Same	25	Same
1860	3 ^d	6 feet	10	7 feet	24	High
1861	3 ^d	High	10	High	24	High

May

1856	3 ^d	High	10	High	24	7 feet
1857	3 ^d	Same	10	Same	24	High
1858	3 ^d	High	10	High	24	6 feet
1860	3 ^d	7 feet	10	5 feet	24	7 feet
1861	3 ^d	High	10	High	High	

Captain. Rogers. W. S. Aizy

Sir,

You will excuse the imperfections of the tables within, it gives as far as I could obtain, positive data to rely upon the Depth of water in the Louisville Canal at the Falls of the Ohio. These dates each Month for the years 1854 & 1855. The Depth of Water in the Canal and River, or in the Channel of the River is not always the same, owing to the fact, that in a rise or fall of the River, the change is not so great at the Head of the falls as at the foot. But when there is three feet in the canal there is usually from six to twelve inches more water in the channel of the River and as the water deepens in the canal the suffering increases, so that when there is eight feet water in the canal there is two fathoms or half a fathom in the channel of the River, if the water is falling, and under such circumstances, if there was six feet in the

Canal then should be nine feet in the Channel of the River below, and as the River falls (or runs properly, the water falls) it approximates until at a depth of three feet in the Canal then is the same depth in the Channel of the River, and as the depth lessens, it receives the same depth in both places.

I have not said anything about the depth of Water in the Mississippi, above or below Cairo, for there is usually a deficiency of Water in the Miss. River below Cairo from January to September, and always earlier when the Ohio River rises in the fall, which you will perceive by the Tables, it does usually in November, so you may put the Low water in the Miss. for the Months of September October and November, by that time the Miss River is usually supplied with an abundance of Water from the Ohio Cumberland and Tennessee Rivers. But the River from St Louis to Cairo is usually Lower, sometimes Lower as the sources are frozen, and in Low water there is always less water in that part of the River than below Cairo, and remains shoal, Lower for the reasons above stated.

I do not know that I have been able
in these rough statements to give much
information, but will give you in your
Letters. But not assured. Sir, that I have
used my best endeavors, and if a similar
statement about the depth of water in
the Mississippi, would be of any advantage
I will try to obtain it as far as able.
There is seldom less than six feet water
below Cairo, in the three months named,
above that in at short intervals, and
from Cairo to St. Louis, from there and a
half to six feet, during the interval from
September to March, or while the upper
River are frozen over. (This is from memory
without data)

Respectfully

Yours

W. H. Wall, Secretary
C. & A. C. P. O. A.

Monthly depth of water
in the Canal at Seneca

By June 1874 87

W. A. Stewart
Seneca, N. Y.

1184

1184

Head Quarters, District of Cairo.
Camp in the Field, near Fort Henry,
February 5th 1862.

Field Orders

No. 1.

The First Division, Gen. S. A. McClelland
Commanding, will move at 11 o'clock, A. M., to morning,
under the guidance of Vic. Col. McPherson, and
take a position on the roads from Fort Henry to Fort
Donaldson and Dover.

It will be the special duty of
this command to prevent all reinforcements to Fort
Henry, or escape from it. Also, to be held in readiness
to charge and take Fort Henry by storm, promptly, on
the receipt of orders.

Two Brigades of the Second Division
Gen. C. F. Smith, Commanding, will start at the same
hour from the West bank of the river, and take and
occupy the heights commanding Fort Henry. This
point will be held by so much Artillery as can be
made available, and such other troops as, in the
opinion of the General Commanding the Second

Division, may be necessary for its protection.

The Third Brigade, Second Division will advance up the East bank of the Tennessee river, as fast as it can be securely done, and be in readiness to charge upon the Fort, or to move to the support of the First Division, as may be necessary.

All of the forces on the West bank of the river not required to hold the heights commanding Fort Henry will return to their transports, cross to the East bank and follow the First Brigade as rapidly as possible.

The West bank of the Tennessee river not having been reconnoitred, the Commanding Officer, entrusted with taking possession of the enemies works there, will proceed with great caution, and such information as can be gathered, and such guides as can be found in the time intervening before 11 o'clock, to morrow.

The Troops will move with two days rations of bread and meat in their haversacks.

One Company of the Second Division, armed with rifles, will be ordered to report to Flag Officer Foote, as sharpshooters, on board the Gun Boats.

By order

U. S. Grant
Brig Genl Comdg.

Copy of Gent Grant
Field Order No 1

Near Fort Henry
Feb 5th 1862

Copy of
Genl. Grant's
Field Order No 1.

Cairo Feby. 6. 6 men shipped
One mortar mounted to day. Will ship to morrow.
No more shipped here to day. Have promise of a lot
Only four mortar beds here - two more expected tomorrow.
Work on Bentan program

"Copy"

U. S. Gunboat "Mound City"

February 9th 1862

To Flag Officer A. H. Foote

Commanding in Chief

U. S. Flotilla Western Waters.

Sir

Obediently to your orders of the 8th instant we took in tow of the Tugs "Dauntless" & "Cerberus" Monitor Boat No. 35, and attached it by chain to Kentucky Shore below Fort Holt, and fired from the Monitor six rounds as follows, the range attained can only be approximate as we were without instruments to measure the distance.

The shells were filled with cast sand weighing each about 230 lbs. -

1 st Round	11 lbs Powder	time	Range	1 1/2 miles
2 ^d do.	20 do. do	29 1/2"	.	3 do.
3 ^d do.	23 do. do	31"	.	3 1/2 do.
4 th do.	23 do. do	30"	.	3 do.
5 th do.	25 do. do	28	.	3 do.

Having no quadrant, we could not elevate the piece very correctly, but believe the first round was fired at an elevation of 37 degrees, the 2^d, 3^d, and 4th at an elevation of 41 degrees - the 5th at 45°.

The recoil at the first discharge was hardly perceptible, not over four inches - with 20 & 23 lbs of powder it amounted to 2 feet - while on the last discharge with 15 lbs powder

at the elevation of 45°, the recoil was again trifling but the flight of the shell was equal to that fired with the full charge at a lower elevation.

The float was driven up stream a few feet by the discharge of 20 + 23 lbs of powder, but did not appear to sink in the water.

The concussion was excessive tearing up the hatches with the cambrings attached, in two instances 4th and 5th rounds the gunners felt the shock very considerably.

While towing down stream very slowly the forward part of the float was all a wash, while in returning the water offered a very great resistance to the progress of the boats, even coming on board.

We would respectfully suggest the advisability of building false bows and sterns to these floats.

Very Respectfully

Your Obedt Servt

Signed - A. H. Kelly, Comr.

P. M. Dove Comr.

W. J. R. Constable

Acty Master Superior

Manuscript 1188a mounted 5/20/64 AA

Flag Ship St. Louis.

Near Fort Donelson Feb. 13th. 1862.

I made an attack on Fort Donelson yesterday at three o'clock P. M. with four iron-clad gunboats and two wooden ones, and after, one hour and a quarter of severe fighting, the latter part within less than four hundred yards of the fort, ~~when~~ the wheel of this vessel and the cable ropes of the Louisville were shot away, rendering the two boats unmanageable. They then drifted down the river. The two remaining boats were also greatly damaged, between wind and water, this vessel alone having received 89 shots, and the others about half that number each. There were ~~5~~ killed and wounded, in this attack, which we have reason to suppose would in 15 minutes more, could the action have been continued, have resulted in the capture of the fort bearing upon us, as the enemy was ^{retreating} ~~retiring~~ from his batteries when the two gunboats helpless disabled drifted down the river from disabled steering apparatus, as the relieving tactles could not steer the vessels in the strong current, when the fleeing enemy returned to the river batteries guns from which they had

been driven, and again hotly opened fire upon us. The enemy must have brought over 20 guns to bear upon our boats from the water battery, and the main fort on the hill, while we could only return the fire with 12 bow guns from the few boats.

One rifle gun aboard the Carondelet burst during the action. The officers and men in the hotly contested, but unequal, fight, behaved with the greatest gallantry and determination, all depicting the accident rendering two of our gunboats suddenly helpless in the narrow river and swift current.

On consultation with General Grant and my own officers, as my services here until we can repair damages by bringing up a competent force from Cairo to attack the fort, as much less required than they are at Cairo, I shall proceed to that place with two of the disabled gunboats, leaving the other two others here to protect the transports and with all dispatch prepare the mortar boats and Benton with other boats to make an effectual attack upon Fort Donelson.

I have sent the Tyler to the Tennessee river to render impassable the bridge was to prevent the rebels at Columbus reinforcing their army at Fort Donelson.

Porton, 17th February 1862

My dear Coate Since my return from
Batavia I have not been able to meet you,
but since you have been west, getting up the
river, I feel you can perceive that we have all
kept you constantly in view, for my young
folks now grown up retain a pleasing
recollection of your visit to us. We have
entered with feelings of pleasure and
gratification into your successes at Port
Henry & Danielson and learned with regret
that you were wounded at the last place.
I sincerely trust not severely or that it will
enable you to assist you in your Cause
of usefulness ^{or} your courageous and
valiant efforts to crush rebellion. Accept my
sincere congratulations at your success. I consider
them of immense importance at this moment.
You have many admirers here, the prayers of the
Country are for you, and your preservation
while I trust you may be spared to share
the happiness which the restoration of the Union
will bring and triumph which you have
contributed so largely.
Yours very truly
C. W. Coate
Commodore U. S. Navy
Care.

W. W. Wood
Boston July 17. 1862
Letter of congratulation

1192



SONS OF CONNECTICUT.

R. H. MCCURDY, Chairman, CHARLES GOULD, Secretary,
P. M. WETMORE, Vice Chairman, W. C. GILMAN, Treasurer,
RICHARD A. MCCURDY, Assistant Secretary.

New York, February 21/1862

Dear Sir,

It is with great pleasure that
I annex and transmit a copy of
the minute annexed, passed at our
meeting on the 19th instant—

Our association organized to
"provide for the relief of Connecticut
soldiers as they pass through the city
on their way to or from the war"
receives doubtless your cordial approba-
tion: and it is with great satisfac-
tion that we claim you as a Son
of Connecticut, and elect you our
honorary member.

Respectfully yours
Chas. Gould
Secretary

Commodore A. H. Foote
Cairo
Illinois

Meeting of the Sons of Connecticut.

A meeting of the Sons of Connecticut was held last evening at the Fifth Avenue Hotel, for the purpose of making arrangements to receive, with appropriate ceremonies, the bodies of Colonel Russell and Lieutenant Sullivan, who were killed at the battle of Roanoke Island.

R. H. McCurdy occupied the chair.

The following preamble was read and ordered to be placed on the books of the association:

The Sons of Connecticut in New York with grateful satisfaction make the record final in the recent battle at Fort Roanoke, at Roanoke Island, at Fort Henry and at Fort Sumter, the Connecticut soldiers have done their whole duty.

At Fort Roanoke Colonel Terry and the Seventh Connecticut were the first soldiers landed on the "sacred soil" of South Carolina.

At Fort Henry and Fort Donelson, Commodore Foote, sailing great experience and scientific skill with undoubted courage, has written his own record, and survives to receive a nation's gratitude.

At Roanoke Island each officer and private of the Connecticut Tenth marched as evenly to the rebel batteries and fought as bravely as if the welfare of the country depended on his single arm.

Lieutenant Sullivan, at his post in the ranks of his company, and Colonel Russell, in his proper place, literally at the head of his regiment, as they charged, died on the battle field before the shout of victory had rung up from the army of freedom. And every one who died there left us a noble example for

The fittest place for man to die is where he dies for man.

We congratulate Colonel Terry and his regiment on having the post of honor at Fort Roanoke.

We tender our thanks to Commodore Foote for the recent daring, skillful and decisive victories, already too well known to require description, by which the success of the arms of the Union on the whole field of rebellion is assured, and we unanimously elect Commodore A. H. Foote an honorary member of the association.

To the brave and disciplined families of those who died martyrs in the holy cause we tender our most respectful and sincere sympathy, mingling our tears with theirs over the new made graves. The memories of Russell and Sullivan will live over truth and courage in the hearts of all whose homes they have defended by the sacrifice of their own lives, and if each of them we centrally say—

That though too soon snatching glory's goal,
To us his bright career on auster was given;
Yet in a mighty cause his plumed soul
Lies on the banner of victory so brave.

Mr. Cass. Goveas offered the following resolution, which was unanimously adopted:

Resolved, That a committee of eight, of which Mr. John H. Abney be the chairman, be appointed by nomination to receive, and with appropriate ceremony attend to transmitting to Connecticut, the bodies of Connecticut soldiers who fell in the battle of Roanoke Island.

For Mr. Sumner
U.S. Senator
Washington D.C.

Mississippi River
May 18th 1862

Sir
The undersigned Commanders
U.S. Navy, belonging to the Naval Station of the Upper
Mississippi are grieved to learn that the nomination of
Lieut. Sanford for promotion has not been confirmed by
the Senate. If his merits had been as well known
to the members of that honorable body, as to the
officers with whom he has been associated here,
it is highly probable that their action in this case
would have been very different; and we still
hope that they may be induced to reconsider
the vote by which an officer of rare abilities
will be lost to the service of his country.

The efficiency of this Station is in a
great measure owing to his admirable administration
of the Ordnance Department of which he has had
the entire control, and this, taken in connection
with the peculiar circumstances under which
he resigned, of which you are aware, will we
trust secure the favorable consideration of the
Senate.

On the eve of the recent conflict in which
he was so severely wounded, the gallant Stumel,
the only Commanding whose position would be
affected by Lieut. Sanford's promotion, expressed
an earnest hope and desire that that officers
nomination would be confirmed.

Knowing that you are warmly interested
in Lieut. Sanford, we have taken the liberty to

addresses this communication to you (which is
entirely unassociated by him) with the hope that
you will use such means as in your judgment
will be best to secure the object desired.

We have the honor to be

Very Respectfully

(Your Obedt Servts

(Signed) Commander A. H. Kelly
Comd'g "Hornet" battery,

(Signed) Brig. Gen. Dove Comd'g
Comd'g U.S. G. "Louisville"

(Signed) A. H. Walker Comd'g U.S. Navy
Comd'g U.S. Gunboat "Carnegie"

(Signed) A. M. Pomeroy
Comd'g 1st Lt. Captain

The original sent to Lady Ham.

My dear Comrade.

Your letter of the 22nd is received
and I thank you for your advice and for the efforts that you
are still making in my behalf. But I think I must take
issue with you about my resigning. If I am not promoted, it is
undoubtedly my duty to do so. My private interests demand it.
I volunteer to aid my country in putting down the rebellion, but had no
idea that I should be so long away from my home and my business.
I have done my duty faithfully, I may say with truth, as one could
do more than I have done in a humble sphere. I am in well, and
yet have to continue at my work. My sickness is not entirely the result
of a delicate constitution, but one of circumstances, and necessarily brought
on by an overwork of physique and mind. I do not say this in complaint,
nor mention it as my excuse, in the event of my resigning will
be satisfied that I have done my duty. I have received neither reward

nor pay for my services and in this sense "hand off" with the govern-
ment. You have been my friend throughout, and should I find
it necessary to resign, I want you to do me up in justice in the matter.
My friends at home will acquit me of any
improper motive in resigning, and what I mean may
say, for I shall never again be associated with them. Still, grace
me no trouble, or thought. I feel that I am not doing justice
to you. When I volunteered, I had no idea of endeavoring to get restored
patriotism was, after all, most in my mind and heart, but the many re-

nunciations and the misdeeds of the rebels, engendered the idea, and it
has become a real strong and positive with me; and I should resign
with many regrets. I assure you, but I cannot allow my friends
to suffer in the end. I must attend to them. I have thrown my
work into the good work, and ought to be able to return with
out being injuriously assailed. But a few days may change
matters, and I be restored to them, I will trust. I am dear.

Love to Mrs. Fook and God bless you. Your friend
D. B.

Dr. J. J. Sanford
with recommendation
of Gen. Post Community

The first of these is the fact that the
 second of these is the fact that the
 third of these is the fact that the
 fourth of these is the fact that the
 fifth of these is the fact that the
 sixth of these is the fact that the
 seventh of these is the fact that the
 eighth of these is the fact that the
 ninth of these is the fact that the
 tenth of these is the fact that the
 eleventh of these is the fact that the
 twelfth of these is the fact that the
 thirteenth of these is the fact that the
 fourteenth of these is the fact that the
 fifteenth of these is the fact that the
 sixteenth of these is the fact that the
 seventeenth of these is the fact that the
 eighteenth of these is the fact that the
 nineteenth of these is the fact that the
 twentieth of these is the fact that the
 twenty-first of these is the fact that the
 twenty-second of these is the fact that the
 twenty-third of these is the fact that the
 twenty-fourth of these is the fact that the
 twenty-fifth of these is the fact that the
 twenty-sixth of these is the fact that the
 twenty-seventh of these is the fact that the
 twenty-eighth of these is the fact that the
 twenty-ninth of these is the fact that the
 thirtieth of these is the fact that the
 thirty-first of these is the fact that the
 thirty-second of these is the fact that the
 thirty-third of these is the fact that the
 thirty-fourth of these is the fact that the
 thirty-fifth of these is the fact that the
 thirty-sixth of these is the fact that the
 thirty-seventh of these is the fact that the
 thirty-eighth of these is the fact that the
 thirty-ninth of these is the fact that the
 fortieth of these is the fact that the
 forty-first of these is the fact that the
 forty-second of these is the fact that the
 forty-third of these is the fact that the
 forty-fourth of these is the fact that the
 forty-fifth of these is the fact that the
 forty-sixth of these is the fact that the
 forty-seventh of these is the fact that the
 forty-eighth of these is the fact that the
 forty-ninth of these is the fact that the
 fiftieth of these is the fact that the
 fifty-first of these is the fact that the
 fifty-second of these is the fact that the
 fifty-third of these is the fact that the
 fifty-fourth of these is the fact that the
 fifty-fifth of these is the fact that the
 fifty-sixth of these is the fact that the
 fifty-seventh of these is the fact that the
 fifty-eighth of these is the fact that the
 fifty-ninth of these is the fact that the
 sixtieth of these is the fact that the
 sixty-first of these is the fact that the
 sixty-second of these is the fact that the
 sixty-third of these is the fact that the
 sixty-fourth of these is the fact that the
 sixty-fifth of these is the fact that the
 sixty-sixth of these is the fact that the
 sixty-seventh of these is the fact that the
 sixty-eighth of these is the fact that the
 sixty-ninth of these is the fact that the
 seventieth of these is the fact that the
 seventy-first of these is the fact that the
 seventy-second of these is the fact that the
 seventy-third of these is the fact that the
 seventy-fourth of these is the fact that the
 seventy-fifth of these is the fact that the
 seventy-sixth of these is the fact that the
 seventy-seventh of these is the fact that the
 seventy-eighth of these is the fact that the
 seventy-ninth of these is the fact that the
 eightieth of these is the fact that the
 eighty-first of these is the fact that the
 eighty-second of these is the fact that the
 eighty-third of these is the fact that the
 eighty-fourth of these is the fact that the
 eighty-fifth of these is the fact that the
 eighty-sixth of these is the fact that the
 eighty-seventh of these is the fact that the
 eighty-eighth of these is the fact that the
 eighty-ninth of these is the fact that the
 ninetieth of these is the fact that the
 ninety-first of these is the fact that the
 ninety-second of these is the fact that the
 ninety-third of these is the fact that the
 ninety-fourth of these is the fact that the
 ninety-fifth of these is the fact that the
 ninety-sixth of these is the fact that the
 ninety-seventh of these is the fact that the
 ninety-eighth of these is the fact that the
 ninety-ninth of these is the fact that the
 hundredth of these is the fact that the

N^o 30

Navy Yard Washington
Commds Office
January 30th 1863

Admiral,

I have received your letter of the 29th, informing me that the directions of the Bureau requiring requisitions for articles to be submitted for its approval did not refer to vessels requiring articles replaced, or repaired. And directing that, after a vessel has been turned over to the yard and a survey held on the equipments and stores a report will be forwarded to the Bureau, with an estimate of the probable cost of materials and labor and the number of days work to equip the vessel for service.

I have the honor to be
Very respectfully,
Yours ob. st.

Rear Admiral
A. H. Foote

Comd^g U. S. Navy
Commandant

Navy Department,
June 2. 1863.

736



Certificates of disability,
death and for pension, and all
medical reports of surgeons, must
be made out in duplicate and for-
warded to the Bureau of Medicine
& Surgery.

Very respectfully
William Miller
Secy of Navy

Rear Admiral
A. A. Porter,
appd to Comd. S. A. B. Squadron,
New York C.

1197A
AH

Nos

1 Blue Flag

2 White

3 Red

4 Blue White

5 Blue Red

6 White Blue

7 Red White

8 Red Blue

9 White Red

10 Bl. Wh. Red

11 Red. Wh. Bl.

Pull

Make sail

Line of battle, line ahead

Jack

Down sail and pull

Line abreast

Fire

Cease firing

Jack in suspension

Attack the Portsmouth

Retire from the attack and follow
any motions

~~X~~
Manuscript 11474 released 5/3/64 Hec

In making the passage to the Cape Verde Islands, keep East till you reach 45° West Long; when gradually bear away to the South^{ward} keeping the Islands well to leeward; as you not only have better wind by holding your Northing, but the N.E. trades often blow to the South^{ward} of East; and there is also a strong southerly current. Thus all the short passages are made by keeping well to the Northward.

From Porto Praya you will proceed down the Coast. In so doing make a course for Cape St Anne Shoals, South of Sierra Leone, which you will be able to fetch with a flowing sheet; here you lose the N.E. trades, and in a steamer will get up steam and run close along the Coast till you arrive at Monrovia. At this place you will ship 12 Menemen for boat and other exposed service. From Monrovia run close in shore till reaching Cape Palmas. Leaving Cape Palmas, if bound to the South Coast, keep on the Starb^{oard} tack (let nothing induce you to go on the port tack - for reasons fully given in my sailing directions to West. Maury) till you fetch Princes Island. From thence close in to the Coast gradually and stop at Kabenda, which is a slave station and just South of the Congo river. Pass the Congo close in shore for reasons also shown in my sailing directions in Maury, and run along the Coast passing Ambizette and Ambiz, on your passage to St. Paul de Loanda. From Loanda Cruise in

Shore till you reach St Philip de Ben-
guela. There is not much slaving
carried on south of Benguela, but El-
phant Bay is a healthy nice place
and well stored with fish; also Fish
Bay, still south, is a desirable place
to visit.

Congo river and Kabenda are
now the principal slave marts, where most
of the cruising should be made, tho' all
along the coast slaves are "taken in" when
these places are watched by Cruisers. The
8th Article of the treaty of Washington, a
copy of which take with you, provides for
the joint cruising of English and American
vessels. The English are always ready
to co-operate. You will find them even-
tempered and disposed to be accommodating.
It is well to cruise with them in com-
pany, as this prevents any vessel of any
nationality, except the French, from esca-
ping, as the English are in treaty with
some four powers. Do not listen to
their proposition to mutually detain
each others Nations vessels when you
are out of sight of each other. The char-
acter of vessels, as well as the number
and kind of ships papers, register, man-
ifest, crew list, port clearance, Consular
Certificates, and their genuineness or
counterfeit, will soon be understood
by experience. Do not let your boarding
officer endorse any foreign vessel as
a legal trader, or search them, even if
they request it to be done. I drew up
an order to this effect, which I am told
has been re-issued by the Commodore

of the squadron.

I would seize a vessel if she
could not show herself a legal trader by
her papers. I would seize a vessel if
she cleared for another part of the world
and I found her with water casks on
the coast of Africa. I would seize a
vessel even with correct papers if she
had casks filled with liquor and a
majority of her crew (which is contra-
ry to law) were foreigners.

Keep a gun ready to fire at
night, as the Englishmen fire at every-
thing, and throw a shot near the of-
fender who should look out and
not mistake a man of war for a sla-
ver even at night.

My book, "Africa and the Amer-
ican Flag" gives a detailed account
of slavery, legal traders, co-operations
on the coast of Africa, and will aid
you greatly in your work.

(Copy)
From Professor Silliman.

"Africa and the American Flag."

by—
Commander Andrew H. Foote, U.S.N.
pp. 390. with 8 beautiful illustrations of
an elegant volume.

Commander Foote has rendered an
important and acceptable service to the
cause of benevolence and of geographical
and natural science, by the publication
of this work.

He has presented a connected and
condensed view of Africa that is highly
instructed and which may be perused
with particular advantage by the youth
of our country, as well as by persons of
mature age.

His sketches include the discoveries
of different nations, with their establish-
ments for trade or residences in Colonies;
notices of the climate—geography—geology
and living nature; of the African
nations and their resources for conven-
ience of the English Colony of Sierra Leone
and the American Colonies of Monrovia, &c,
with their history—their vicissitudes and
prospects; notices of piracy and the
slave trade

Slave trade and the augmented cruelty and horrors of the middle passage, with the success of the Squadrons of the different nations, whose ships form a barrier along the shore. A detailed account is given of the operations of the American Squadron of vigilance and especially of the War Brig "Perry" that was under the immediate command of Captain Foote. The details of cruising, during two years, may be more minute, than landmen would relish, but to nautical men they must be eminently instructive and quite invaluable to future American, as well as of other commanders, upon this hazardous coast. These details are however interspersed with occasional notices of places and things, that relieve the monotony of a marine journal. We could have wished that the author had indulged even more freely in those inter-lucubrations, and his readers would have felt obliged, had he given them more of his own judicious remarks upon St. Helena and the Madeira, as well as the Cape Verde.

Miss Milbourn, Clarkson and Cranville Sharpe and their eminent co-adjutors now living, they would seize with avidity upon this new work, which fully justifies and

very painfully illustrates all their original positions respecting the horrors, the cruelty and the hardened depravity of the slave trade, and the desolating war and murders which it sustained among the native tribes. All that was dreadful and diabolical, in the middle passage, has been augmented by the extreme peril of capture by the beleaguering Squadrons. The clipper built vessels - sharp and low, constructed to produce the greatest speed, by a cloud of canvass, with the most compact stowage, contain many hundreds of human beings, in their infernal holds, under circumstances of suffering and loathsome filthiness which would never be inflicted on the meanest animals. Death relieves many victims, and the incredible profits of the trade enable its guilty perpetrators to sustain a great percentage of loss and still to make a gainful voyage.

To us Americans, it is most painful and extremely mortifying to find that the American Flag is more frequently, than that of any other people, perhaps of all other nations, prostituted to cover this most wicked traffic, and that not a few of our countrymen at home, are covertly enjoying the gains

gains derived from this commerce.

Why slaps the vengeance of God and
why are not the bolts of his anger launched
upon the barks that convey into slavery the
miserable inhabitants of Africa!

This volume is well worthy of an
analysis but even that exhibition would
be a poor substitute for a perusal of the
entire work, which does equal credit to the
nautical skill and courage and the
benevolent and elevated christian views
of the most respected and excellent Author.

B. L.

I trust that the Cox has died keeping
the men with him immediately he went to
us, I am off again ^{to night with the} with the men
to have to transfer the men again which
causes the greatest dissatisfaction among
them and that have seen from one
steamer to another ^{hampers} he suffers for want
of money ~~to get them~~ ^{to get them} ~~to get them~~ ^{to get them}

A. B. Smith

2 day office

Memo of Mortar Boat

38 Mortar Boats each supposed to be fitted with 6 Sweeps -

2 Anchors & chains

Capotaw & Bars

Windlasses

Snatch Block & tackle

Punt & Sculls

When the Mortar Boats were taken charge of by the undersigned the following articles were short

14 Anchors

~~4~~ Chains

22 Boats

about 15 tackle & blocks

The Anchors are of different weight from 4,300 cwt to 4,600 - they should all be of the maximum weight -

The Chains are of different lengths & sizes and all badly wrought of poor iron -

Many of the Sweep pinches are also missing -

On each Boat there are 8 square holes covered with hatches, supposed to be intended by the ^{builders} for Magazines, but are quite worthless for any such purpose - When boats were taken charge of, these square holes were all full of water which had leaked through from the deck apparently, as these emptied an almost wholly free from the sediment which would have accumulated had the water come from the river.

The deck being unprovided with scuff
holes or any other arrangement by which the
matted snow or rain can be carried off, much
moisture naturally penetrates through the deck.

The undersigned does not believe it
possible to use the so called magazines for
any purpose but storage of ~~blocks~~ ~~tools~~ ~~tools~~
such articles in fact are ~~cannot~~ be
greatly damaged by moisture.

The boats are very difficult to manage in
a strong current.

Mortars of the description to be used in
this Station are entirely novel, as also are
the corresponding beds or ~~carriage~~ ^{carriages}
if on trial it be found that there is but a
small recoil to these mortars the boats will
be comparatively a success, because we shall
be able to alter the range by elevating or
depressing the Piece instead of altering the
amount of powder in the charge - if compelled
to keep the piece at the elevation giving
the minimum of recoil 45° some arrangement
for a magazine becomes absolutely & imperatively
necessary.

14 mortars have been received here but
only six beds or carriages - so that it is
impossible to mount more than the latter
number.

The apparent necessity for placing our mortar
platform on the 1st floor deck is well

delay the mounting of these six beds at
least one week.

At present there is not received one complete
set of implements -

Powder proper for mortars should be very
quick of ignition and equally so in Combustion.
Common powder on the contrary, should be com-
paratively slow of combustion - it is evident
that good common powder, cannot be good
mortar powder.

Respectfully Submitted

A. J. Westcott

Superintendent Mortar Boat

To Flag Officer A. W. Foote

Commanding in Chief

U. S. Navy Western Station

Report of Captain
Cassidy on the case

Propositions.

When a vessel is at rest, it will be conceded, that the pressure of water is equal in all parts. When the vessel is put in forward motion, the water accumulates on the bow, which gives an increase of pressure at that point, which may be termed, plus pressure. In the same manner a partial vacuum is created at the stern, or after part of the vessel, which is minus pressure. Now, any disturbing force, which shall increase the vacuum aft, will add to the stern resistance, & retard the progress of the vessel. And, if in like manner, the plus pressure could be removed could be removed from the bow, it would materially diminish the resistance. It is for this purpose that the Propeller is placed in the bow, for it is contended that by this application, the density of water being partially removed, a partial vacuum is created at the bow. Hence, it will readily be perceived, that the propeller of the same surface, will act with much greater power on the increased density of the water forward, than in the partial vacuum at the stern, or after part of the vessel.

Based upon this proposition, is the following Explanation of Propeller.

1. The object in placing the propellers in the bow, is to produce by their motion, a partial vacuum, or eddy, throwing the water aside that would otherwise rise in front, & around, & offer resistance to the bow of the vessel in proportion to the vessel's velocity.
2. ¹⁸⁹³ This theory has been fully sustained by experiment.

and it is believed that one fourth or at least one fifth more velocity can be obtained by the bow propeller, than by the stern propeller, as the water, which offers much resistance to the bows of vessels, is in the case thrown aside or broken up, while on the other hand, the stern propeller takes the water from the stern, when it is wanted to buoy up the vessel, & make her go, as it were, up on an inclined plane.

3. The objections incidental to the position of the propellers are 1st. The exposure of the propellers to the anchor cables, 2^d. The pitching of the vessel increased by the hollow bow. The braces at the head of the propeller would seem to obviate the first objection in relation to the anchor cables, but if not a guard can be easily thrown over the propeller lengthened to which can be attached another guard from the keel to the brig protecting effectually the side & all parts of the propeller. Second objection. The hollow bow it is believed, will be compensated for by the great breadth of beam & capacity being carried forward much further, the midship frame yet further forward than usual in ordinary Steamers or sailing vessels. This is done not merely to prevent pitching, & to give great buoyancy to compensate for the water being thrown aside, but the greatest capacity of the vessel shall be received into this partial vacuum or eddy, before the return of the displacement of water which return of water, acting on the lower part of the vessel, will assist the propelling power.

It will also be remembered that the pitching & bumping of a Steamer is much less than that of a sailing vessel from the difference of position of the respective propelling powers. Engines for Steamers
Masts & Sails for Sailing vessels

4. The model of bow propellers is in length five times the breadth of beam, whereas the sea Steamers, with side wheels & stern propellers, are in length six times the breadth of beam, while sailing vessels are in length are four times the breadth of beam, it will thus be seen that the proposed length of Steamers with bow propellers, is the mean between the ordinary sea Steamers & sailing vessels.

Where sails are used, the propellers are thrown out of gear & revolve causing but little friction, while the model of the vessel is well adapted for sailing purposes.

All which is ^{very} respectfully submitted,

Supplied

Method of finding the Latitude between five and thirty minute from noon.

Opposite the degree of altitude observed and under the time from noon, will stand the number of miles to be added to the altitude obtained: the altitude will then be marked the same as a Mer. Alt. time apparent.

Degrees of Altitude							Minutes of Time						
30	25	20	15	10	5	0	30	25	20	15	10	5	0
12	15	10	5	3	1	0	32	23	17	10	6	2	1
13	15	10	5	3	1	0	33	24	17	11	6	2	1
14	16	11	6	3	1	0	34	24	18	11	6	2	1
15	16	11	6	3	1	0	35	25	18	11	6	2	1
16	16	12	7	4	2	1	36	26	19	12	6	3	1
17	16	12	7	4	2	1	37	27	19	12	6	3	1
18	17	12	7	4	2	1	38	28	20	13	7	3	1
19	17	12	7	4	2	1	39	29	20	13	7	3	1
20	17	12	8	4	2	1	40	30	21	13	7	3	1
21	18	12	8	5	2	1	41	31	21	14	7	3	1
22	19	13	8	5	2	1	42	32	22	14	7	4	1
23	19	13	8	5	2	1	43	33	22	14	8	4	1
24	20	13	9	5	2	1	44	34	23	14	8	4	1
25	20	13	9	5	2	1	45	35	23	14	8	4	1
26	21	14	9	5	2	1	46	36	24	15	9	4	1
27	21	14	9	5	2	1	47	37	25	16	9	4	1
28	21	14	10	6	2	1	48	38	26	16	9	4	1
29	22	15	10	6	2	1	49	39	27	17	10	5	2
30	22	16	10	6	2	1	50	40	28	18	11	5	2
31	23	16	10	6	2	1	51	41	29	19	12	5	2

Degrees of Latitude	M. F. 30	M. F. 35	M. F. 40	M. F. 45	M. F. 50	M. F. 55	Degrees of Latitude	M. F. 30	M. F. 35	M. F. 40	M. F. 45	M. F. 50	M. F. 55
52°	43	30	20	13	8	2	64°	54	43	34	26	9	3
53	43	31	21	14	8	2	65	55	44	35	27	10	3
54	44	32	23	15	6	2	66	56	46	36	28	11	3
55	45	33	24	16	6	2	67	57	47	37	29	12	3
56	46	34	25	17	6	2	68	58	48	38	30	13	4
57	47	35	26	18	6	2	69	59	49	39	31	14	4
58	48	36	27	19	7	3	70	60	50	40	32	15	4
59	49	37	28	20	7	3	71	1,01	51	41	33	16	4
60	50	38	29	21	7	3	72	1,02	52	42	35	17	4
61	51	40	30	22	8	3	73	1,03	53	44	36	18	4
62	52	41	32	23	8	3	74	1,04	55	45	37	19	4
63	53	42	33	25	9	3	75	1,05	56	46	38	20	5

Arthur's Window
Barnard's Hill

Soup Tureen. (Metal Basket
Dish Basket Tinned inside - Lid
Oiled Lid - 10 20

The quantities in pencil in the foregoing
list appear to be ample for six months
in a "Store Ship"

Preserved Milk
Cocoa

1207

Cabin Stores

Corned Beef $\frac{1}{2}$ 130

Pork " "

Barrells family Flour 2 - $\frac{1}{2}$ 130

Butter in 10^{lb} kits 60^{lb}

Lard in Stone Pots 10^{lb} ea - 33^{lb}

25^{lb} Corn Meal

250 Eggs

Table Salt 37^{lb} in 130^{lb}

Macaroni 30^{lb}

30^{lb} Rice

12^{lb} Farina

2 Bunch Raisins

Prune Currents 10^{lb}

Dried Peaches 10^{lb}

Green Beans 1^{lb}

Ceylon Pepper $\frac{1}{2}$ 11^{lb} in 11^{lb}

Black do " "

cloves " "

Cinnamon " "

Nutmegs $\frac{1}{4}$ " "

Allspice $\frac{1}{4}$ " "

Coffee 20^{lb}

Brown Sugar 1^{lb}

Chocolate 4 " "

Crushed Sugar 60^{lb}

Mustard French 3 Bottles

Catsup (Maison) 3 Bottles

Sauce (Worcester) 3 " "

Catsup (Tomato) 3 " "

Pickles (ass^d) 3 " "

Preserved Meats

Beef Soup 14 Cases 1st day
 Captain do - - -
 Salsin do 14 cases 1st day
 Lobster do do 1st day
 Roast Beef do do 1 -
 - Mutton do do 1 -
 - Chicken do do 1 -
 - Turkey do do 1 -
 Green Peas 1 -
 - Corn 2 -
 Sardines 1 day
 Celery Seed 1st day
 Horse Radish 1st day
 Black Tea Catty box 6th
 1 day Sweet Oil 1st day
 Ham 15th 150th 15
 Sausages (smoked) 1 day
 2 Bld Potatoes
 2 gls Syrup Stewards 25th
 Olives 1 day
 Hammy in 10 or 15th 13th
 Sausage 10-15th - 1st day plenty
 Cooling Utensils
 1 Sauce Pan - Cools Knives - Cullender - Tin
 Plates - Grates - Baking Pans for Buns and
 Sausages - other Pan-pans - Dust Pan & Brush
 Skimmer - Funnels - Strainers - Coffee Mill
 On let pan - Coffee Pot - Tea Pot - Iron Spoon
 Meat fork - Cist Screw -

Purpurina & Sea Mo.

(Handwritten list of ingredients)

- 4 lbs Beans Corned But 4 one gal. Oil
- 1/2 " " Pork in quantity Oil
- 8 lbs Beans of Flour or 10 fl. jars spread in
- 200 Butter in 10 or 15 lb size & packed in Salt
- 90 Pts of Lard 10^{lb} Hard Pack in Salt & Fat
- 20 White Corn Meal
- 20 Yellow "
- 12 doz Eggs packed in one in dry salt or packed with Salt
- 10 - 3rd Grade Salt
- 30 Macaroni
- 1/2 lb Rice
- 12 Raisins
- 2 Box Raisins
- 10th Key Currants Ragitz
- 20th Dried Potatoes
- 1 lb Ground Ginger
- 1/2 lb Cayenne Pepper
- 1 lb Black Pepper
- 1/2 lb Cloves (Ground)
- 1/2 Cinnamon
- 1/2 Nutmeg
- 1/2 Allspice
- 12 lb Coffee to last year to Rio
- 1 lb Sugar
- 8 Chocolate (Spanish)
- 200 Crushed Sugar
- 1 doz Mustard (French)
- 1/2 doz Catnip (Muscovite)
- 1/2 doz Sausage (Worcester)
- 1/2 doz Catnip (Finnish)
- 2 doz Pickles 1 Chicken 1 Turkey
- Preserved Meats

Continued

Batter Cish
Sugar Barts
Vine Pot
Map Barts
Sea Pot
Coffee do

Tea etc +
Preserves
et cetera

Thin Ware

Sauce Pans
Corks Knives
Cellenders
Mats
Water

Square Pan
Dish Pan
Hot Tub
Whimmer

Turnsels
Strainers
Coffee Mill
Omelet Pan
Coffee Pot
Tea Pot
Iron Spoon
Meat Fork
Cork Cress

Soap Pot
Furniture etc
Chamber etc

2 Caps	Books
1 Cockey Hat	Knives & forks
2 Straw hat	Blacking brushes
1 Full dress coat & pants	Wine brushes
7 Pair Boots & shoes	Int. & alio
3 Undress coats	23 Sides
3 Blue pants	Belin Tea Kettle & 2 cups
12 drilling pants	Wendson 1/2 up.
2 Over coats	
1 Tarpaulin hat	
6 White Ties & 1 Blue (coloured tie)	
48 Shirts. 10 flannel & under	
8 10 Night dets.	
12 Thin drawers (13 flannel)	Books
34 Pair socks	4 Scentin
12 White pants (4 being old)	14 Wine Glasses
62 Sticks & 4 of 2 milk hands	12 Trenches knives
2 Overcoats	4 Egg cups
22 Handkerchiefs	44 wine
82 Ties	44 lids
11 Eggs	Knives 4 2 Trenches etc.
8 pr Shirts	
10 pr Pillow Cases	
2 pr Blankets	
2 Counterpanes	
16 Table Cloths	
24 Napkins	4 Kitchen Linen Aprons & 3 Candelabra
Knives	4 Saltshakers
14 Forks	5 Egg forks
14 small do	1 Butter knife
12 Large Spoons	1 Ladle
13 Small do	
1 Fork Knives	

Provisions - Sea Stores.

Canned Beef
Canned Pork
Flour

150 lbs Butter in 10 or 15 lb kegs or jars packed in salt.

40 lbs Lard in 10 lb jars packed in salt

40 lbs Corn Meal

15 lbs Table Salt in small tins

30 lbs Macaroni

1/2 bbl Rice

1 Box Raisins

25 lbs Dried Peas

2 lbs Ground Ginger

1/2 lb Cayenne Pepper

1 lb 1/2 lb ditto

1/4 lb Cloves (ground)

1/2 lb Cinnamon

1/2 lb Nutmegs

1/2 lb Allspice

8 lbs Coffee

30 ~~lbs~~ lbs Brown Sugar (Hawai)

~~150~~ ¹⁰⁰ lbs Crushed Sugar

2 Bottles Mustard

6 Bottles Walnut Catnip

6 Bottles Pickles

8 lbs blk Tea best quality (3 green)

6 Bottles Sweet Oil

4 Bottles Olives

12 Bottles Lingcod Water

12 Tongues (Cinnamon)

1 Gall. Stewart Syrup

1 Gall. Molasses

6 Boxes Sardines

Raisins

Potatoes

4 lbs Cocoa

Eggs

Pilates

1/2 lb celery seed for Bean Soup

2 Bottles Horse Radish

2 Bottles Curry Powder

1/2 13 lb Pilot heads

3 Bottles Orange flower water

20 lb Peas

20 lb Beans

2 Pine Apple Cheese

4 28 lb Tongues & Sausages

25 Pickled Salmon

6 Bottles Lemon Syrup

3 lbs Currant Jelly

10 lbs Sausage Tripe

3 Bags Sausage

Pickled Oysters

Beef Soup 1 lb Cassis 3 doz

Cytail ditto 2 "

Julian " 2 "

Lobster " 2 "

Heart Soup " 2 "

" Mutton " 2 "

" Chicken " 2 "

Green Peas " 3 "

Green Corn " 3 "

1 Doz. Sherry Wine

1 Doz. Cooking " 1.25

1 Doz. Claret 4/2

1/2 doz. Pale Ale 3 p. doz

1/2 doz. Port 3 p. doz

2 High Dutch Claret

Commander Carpenter in a letter to S. Humphrey without date says - The account given by Commander DuPont of the conduct of the Perry on her passage to Rio fully sustains the high encomiums passed upon her by Genl. Bixton. DuPont says "That a rapid passage of 12 days by far the shortest of the season & making all the men of war which had preceded me from 18 to 30 days, save the merchantmen who sailed in a lumberer some of them a month before me, yet I had very bad weather and on the outer edge of the Gulf encountered a series of gales of the very heaviest description & was compelled to lay to. We felt sadly the want of an after steam engine being ~~completely~~ smothered by the 1st & thus though of course close in fied, I brought the Fox Steam Sloop ast. & this along with some barparrels in the bottom digging helped us through, tho' the Perry did not keep to us I would have wished during our third gale I determined on sending which I did under close reefed mainsail, and it turned out the very heaviest & hardest of our lives accompanied by squalls which I thought would lift us up and carry us into the clouds & would then be followed by snow & hail it seemed impossible that we could hold on as I do not if there ever was upon the ocean anything with superior strength & scudding qualities to the Perry - In this particular I do not hesitate to pronounce her perfect & her tiller arrangement most admirable" I give his language written hastily, under the pressure of sickness again he says "I am happy to inform you every thing stood well & our work is particular & that she went through 10 days of as heavy weather as I ever experienced, Mr Taylor

(said to be a Pilot) said he had made up his mind
that he had never known what a gale was in
a square sail, that he had been around the Horn
in a Schooner. We did not carry away a top sail
or span, or dail. The boats only (as I have said)
before sailing we should do, we lost, to the white
sailing to the Brig, lurching most tremendously
acrossing herself with the rapidity of lightning
& yet not toppling aloft (this latter part is a
little contradicting). Again after speaking of some
slight alterations he had made in his sails after
his arrival at Rio, he says he put two or three
more sails, by which & the other alterations the
Brig was greatly improved. We had a faster
Clipper, which left Hampton Roads the day before
him a whole month to Rio.

For my own part I had formed at sight
and from examination, a most favorable opinion
of the Brig, & had Du Pont never heard her to be
let her run under judicious sail, as he afterwards
did run her, the way she would have shipped
her passing to Rio would have been a source
of entire admiration to him & his officers all the
time, she was in the most beautiful trim when
she left port of almost any vessel I ever saw,
& if they are careful in preserving her stability
by the means which are always at hand
(salt water) she must carry her officers & crew
with safety so long as her planks hold together.
(signed) J. M. Carpenter

Com^r Carpenter on the
siding qualities of the Perry.

1214

General Orders.

1st The first Lieutenant is the executive officer of the ship - acting by delegated authority; his orders, therefore, will be obeyed as if emanating directly from the Commander.

2^d The Lieutenant, or Officer in charge of the deck, will, at sea, report land, sail, change of weather, or unusual appearances or occurrences of any kind immediately to the Commander. He will give his special attention to the sailing and proper management of the vessel. He will not carry sail so as to endanger the spar; or wait to shorten sail in a squall, - but reduce it before it strikes him. - When by the wind, he will see the masts braced, lifts and bowlines bent, and upper yards properly braced in. - He will see the sails hoisted up, tacks and sheets close home, and in boarding fore and main tanks always let go the lee braces, sheets, weather lifts and topsail clewlines - pulling the sail; and not allow a bowline haul itself in hauling a bowline itself. - He will have the quarter boats, especially the lee one, ready for lowering in case of emergency, having a line rope from each boat from the fore chain; and see that a hulet is ready to cut away the life buoy. - In port, there are always to be two watch officers aboard, unless leave to the contrary be granted, at the time, by the Commander. No officer is to remain out of the ship after 10 o'clock p.m., unless by special permission from the Commanding Officer.

3rd

The Master will have the ship's log written up every day, and the names of the Officers of the deck written out, in full, by the officers themselves. The log will be sent in to the Commander every morning, countersigned by the Master. - He will have recorded the Observations of the Chronometer, or that given by the person from whom it was received; also, whether or not his own observations verify that rate, as well as the error of the Chronometer when he receives it, and the error on going to sea. - He will, also, have recorded the Observations, - or altitudes and time taken for determining the rate of the Chronometer, which record will be kept ready for the Commander's inspection.

4th

The Purser will keep a book in which shall be a schedule of all the stores, exhibiting in proper columns the cost and prices charged. To this book the men may have access at their pleasure.

5th

The Surgeon will suggest such arrangements as he may deem necessary to the comfort of the sick, and to the health of the crew generally.

6th

The Quartermaster of Marines is responsible for the good order and condition of the Company; the stores and arms belonging to it are under his special charge. He will be governed by the orders of the Commandant of the Corps, - observe the prescribed forms in

making his returns &c., and daily report to the Commander the names of the non-commissioned officers and privates on military duty. - The marine officer is expected to aid, by his vigilance and attention, the Executive Officer of the ship in maintaining the utmost quiet and good order in the police arrangements of the vessel.

7th

The Boatswain, Gunner, Carpenter and Sailmaker, will, at sea, report to the Executive Officer the condition of their departments respectively; and make such reports to the Officer of the deck as circumstances require.

8th

The Master's mates will perform such duties in the hold, spirit-room, on the spar deck, - in boats, or in other parts of the ship as may be assigned them; they will furnish themselves with a correct copy of the quarter, mitch and station bills.

9th

The Crew will have every indulgence extended them consistently with the discipline and efficiency of the ship. Permission to go on shore, when expedient, will be granted in cases of uniform propriety of conduct; but in cases of misconduct, these indulgences will not only be withheld, but the penal laws of the service will be rigidly enforced. - Steak knives are forbidden.

10th

The Marines, while exclusively performing the duties of soldiers, are

under the particular direction of the Marine Officer. Should their conduct render it necessary, the First Lieutenant or Officer of the deck will send for the Officer of marines and have them relieved or confined and their offence reported to the Commander. - In port, the marines are to be excused from all ordinary ship's duty, unless otherwise particularly directed by the Commanding Officer of the ship.

The marines are always to assist in washing decks, and when in fatigue dress they are also to aid in cleaning launch and performing such other duty as the First Lieutenant or Officer of the deck may direct. - They are never to be sent aloft, but are to be encouraged and aided in acquiring knowledge enough to make them useful upon the decks of the ship at sea. - When at sea they are to be regularly "watched" and when in watch they are to be considered under the immediate orders of the Officer of the deck, in the same manner as seamen. - They are to be exercised as often as the weather and duty of the ship will permit. - In port, a Sergeant or Corporal's guard, as the Commander may direct, is always to be dressed in full uniform and paraded on the quarter deck as soon after the colors are hoisted as the duties of the ship will permit, and be kept ready for the reception of Officers and others entitled

to a guard in conformity to the regulations of the service and general usage and custom. - The Guard, on such occasions, is under the direction of the Officer of the deck until dismissed by him for the day. -

The Sentinels will be placed by the Marine Officer under the Commanders direction, and during the day, when in port, from 8 o'clock in summer and 9 in winter they are required to be in full uniform. The marines will be allowed one hour and a half, every day, before the decks are inspected by the First Lieutenant, for the purpose of cleaning their accoutrements and arms. The First Lieutenant will designate the place to perform that duty. Their bells may be exposed to dry on the booms or in the gangways.

The dress of the marines will be regulated by the orders given to the crew, as to their appearance in full or undress. -

The marine cooks are never to be taken off the berth deck or away from their mess, until the deck has been inspected by the First Lieutenant, nor are the cooks ever to be taken from the deck when on watch, except by permission of the Officer of the deck.

11th. Intemperance, the use of profane language and every species of immorality are strictly forbidden; and it is to be noted that the Officers, upon all occasions, are to observe and exercise that moral power essential to harmony, personal comfort

and effective discipline, will encourage and distinguish those men who correctly perform their duties; and, at the same time, will discourage and expose all those who are unfaithful or guilty of disorderly practices. A "liberty book" will be kept, in which shall be entered in appropriate columns the name of the man, and rating the time allowed him on shore, the date of his return and remarks on his condition.

13. Quarters. The "ordnance instructions" will be strictly observed. After the men shall have been well drilled, there will be divisional exercises twice during the week; general quarters on Wednesday; night quarters and exercises of small arms occasionally. Officers of divisions will acquaint themselves where the spare breechings and tackles are kept, and ascertain by experience how long it takes to replace a breeching or gun tackle, - to shift a gun from one side to the other, and how long in securing both sides for sea. The officers in charge of divisions will pay strict attention to the exercise of their men, carefully instructing and training them according to the new and established exercises, and give a general superintendence at all times to the appearance and efficiency of their guns and men. The first lieutenant will afford them every facility to accomplish this object. They will not permit their men to wear ragged clothes or clothes made in a slovenly manner. Old clothes may be worn if really mended. The men's shoes must be well blacked and, in port, hats and

ribbands, or regulation caps, and shoes must always be worn. It is earnestly urged upon Divisional Officers that they should bestow a kind supervision over the various interests of their men, so as to identify themselves as much as possible with them.

14. When circumstances permit, there will be morning and evening inspection at quarters. There will be a monthly inspection of clothing by the divisional officers. On Wednesday, after general quarters, the men will be permitted to have their bags during all or a portion of the day, and also on Saturday afternoon, when necessary, for the purpose of making and repairing clothes, and attending to their personal concerns generally. During these or some other day of the week, when expedient, the bedding will be overhauled, aired and beaten.

14. Particular attention will be paid to fire and lights, which are not to be left unattended: they must be extinguished at the time usually prescribed in the service, and none permitted after ten o'clock, without special permission from the Commanding Officer. The Officer of the deck will send a proper person, every half hour during the night, to examine all parts of the vessel where fire and lights have been used: no lucifer matches will be permitted aboard without the knowledge of the Executive Officer, who will see them placed in a safe box, either in the Cabin, or in charge of the orderly at the Cabin door.

15th

Fire. An alarm of fire will be considered as a call to quarters, when the officers and men will immediately repair to their stations without waiting for the beat of the drum. The strictest observance of order will be enforced, and no person will leave his quarters, except those designated in the fire drill, without special order or permission. — If at sea, the courses, jibs and lower sails will be taken in immediately, and the ship's course changed to that direction least likely to increase the raging of the fire. The Carpenter will see the pump rigged and the hose secured on. The Boatwain and sailmaker with the Geopon will examine and report the storeroom. The Gunner will repair to the magazine, unlock it, and there await orders from the quarter deck. Fire will be an occasional exercise in conformity with the fire drill.

16th

Divine service will be performed on Sunday at 10 a. m. There will be no ship's duty of any kind, except that which is indispensable performed on that day, neither will sailing or private work be tolerated on Sunday.

17th

In addition to the "articles of war for the better government of the Navy," the preceding orders are issued for the government of this establishment, which orders the Executive Officer will make public and see enforced.

Andrew S. Hook
Commander.

U. S. Ship "F. Kennerly."

Executive Officer
F. Kennerly

Collection THE PAPERS OF

ANDREW HULL FOOTE

Series and/or Container 4

Shelf/Accession No. _____

THE PAPERS OF
ANDREW HULL FOOTE

1838-1863

In 3 Volumes

LIBRARY OF CONGRESS

1924

Section 1st
Period of discovery

Chap. I

Subject and Arrangement
area of English ground distribution of
subjects

Section 1st

Descartes

Chap. II

Period of discoveries by French &
Portuguese along the coast - Cape of Good
Hope Effects

Section 2nd Slaving & piracy

Chap. III

Pirates Davis & Roberts &c English cruises
Slave trade systematized by the English, "Warrior
of the middle passage"

Section 3

Africa - Natural History - Ethnology
and resources.

Chap. IV

Physical Geography. Climate. Geology.
Zoology. Botany.

Chap. V

African Nations. Distribution of races. Arts.
manners and character. Superstitions. Customs
of the dead. Regard for the ^{of the dead} ~~the dead~~ ^{the dead} ~~the dead~~
Capt. Ordeal. Military force. Amalgam.
Slave trade. Commerce.

Chap. VI

Trade. Metals and Mines. Vegetable
products. Gums. Oil. Cotton. Dye stuffs

Chap. VII

European colonies. Portuguese. Spanish.
influence of the Portuguese. Slave trade.
English colonies. Treaty with the natives

Expeditio against their Cities. W. T. Group of her
Faction, British & French Armies, entering among
the native chiefs, Spanish armies, being especially
with British troops. With British & French
State Boombos. Will Bunkle, Grandee, King
Royer.

Chap. XII

Condition of Liberia as a Nation. Social
and political, International Aspect of Liberia
to a visitor. Social Character of the Nation, Soil
& products and labor. Markets. Quantity. Condition
of the people compared with the same in the
United.

Chap. XX

Struggle in Liberia. Cape Palmas. Condition
of the Colony. General Hall. Suspension. Rights
of the Nation. The U. S. Government. Character
of the Nation at home. The U. S. Government
of the Nation. Line of Boundary. Proposal of Independence
of the Colony. The U. S. Government. Character
of the Nation.

Chap. XXI

English and West Indians.

Latin & the French of the
English and French Squads.

Chap. XXI

Removal of mining and the African trade
at the close of the African war. Establishment
of the U. S. Government. Further with the Nation. Origin
of the Nation. What of the African play in the African
official Commission of the Nation on the
subject. Condition of the Nation on board African
ships. Care of the Negro Papagalia, French
Squads.

Chap. XXI

U. S. Squads. Treaty of the Nation

Chap. XXI

Squads and the Nation. Care of the Nation
Cann. Slaves of the Nation. Slaves of the Nation

Minutes of the Speeches on Congressional Duties of
Tenny, a ^{from the} ~~Lecture from the~~ ^{re. T.} ~~Book~~ ^{by} ~~and~~ ^{Practical} in
relation to a colored slave.

Copy. Can of the Slave ~~James~~ ^{James} Captured
Slave Pass, Slave landed at ~~Monrovia~~ ^{Monrovia}, Captain
of the Slave equipped & sold, ~~Chancellor~~ ^{Chancellor}, I further think
Robert Wilson, Chancellor, &c. Letter from the Secretary
in relation to ~~Monrovia~~ ^{Monrovia}, ~~Copy of the~~ ^{Copy of the} ~~Office~~ ^{Office} with the
Notice of new Cape Palmas, ~~Copy of~~ ^{Copy of} ~~Slaves~~ ^{Slaves}.

[illegible]

Union by Arthur Lima Reuter suspected, Chicken sent
into the Amides, the British Governor further dining of the
Kulchik ^{in 1848} ~~Reuter~~ being of Cemetery. Rollers on the
County ^{in 1848} ~~Reuter~~ Madame Pereira.

Return to the Southern Coast, Capture of the Slave
Ship, *Martha*, the claim to British Nationality. Letters
found on board illustrations of the Slave trade, Landing
7 mch. Putnam, English Cruisers, Large Sale, Boarding
foreign Merchant vessels, Capture of the *Salina* by a British
Cruiser, the claim to American Nationality. The Privilege
of the Commodore of the two Squadron at Loanda in Supremacy
in relation to ^{the} ~~vessels~~ ^{ships} of doubtful nationality. The Slave
Nelson's &c. ³⁰¹ ~~Slave~~ ^{Slave} ~~Trade~~ ^{Trade} of the American Squadron

Chap XXIX

Chap: XXX.

Chap XXXI.

xx x //

x4 x 11/1

~~XXXXXXXXXX~~

XXXIII

Cactus, respect of Squads, for the
protection of American and Citizens abroad.
Spring from the ^{United States} Cuba. ^{United States} ^{United States}
"Squad" of ^{United States} ^{United States} ^{United States} ^{United States}
trade, Captain of ^{United States} ^{United States} ^{United States} ^{United States}
to ^{United States} ^{United States} ^{United States} ^{United States}
Circuit relating with ^{United States} ^{United States} ^{United States} ^{United States}

I ~~will~~ return the proof with the necessary
corrections required. Enclosed is a dedication
the preface is required.

Will you do me the favor to erase the
words ~~(beginning)~~ ^{contained} before ~~with~~ in the 32^d
Chapter, soon after speaking of the whistling
in the early part of the chapter. It is ~~of course~~
~~that~~ It may be proved that many of our
best officers will ~~concur~~ in these views
in both reports and among them the
most eminent of the name of J. A. S.
Lynch, who with others, even of his own
grade are very ready to adopt reports
in accordance with the spirit of age
~~reformation~~ for which the federal con-
stitution of the Union regards as ~~desires~~
improvement. I think will be struck out the
above as the dedication page in the
book the complaint is my friend the
Union ship.

Chapter I

Subject and arrangement. Area of cruising:
ground. Distribution of subjects.

On the 28th of November 1849, the U. S. Brig
"Perry" sailed for the West Coast of Africa, to join the
American Squadron there stationed.

A treaty with Great Britain, signed at
Washington in the year 1842, stipulates that
each Nation shall maintain on the Coast of Africa
a force of "naval vessels" of suitable number and
description, to carry in all not less than eighty
guns, to enforce, separately and respectively, the laws,
rights and obligations of each of the two countries,
for the suppression of the Slave trade.

Although ~~this~~ stipulation was limited to the
term of five years from the date of the exchange
of the ratification of the treaty, "and afterwards
until one, or the other party, shall signify a wish
to terminate it," the United States have continued
to maintain a Squadron on that Coast, for the
protection of its Commerce, and for the suppression
of the Slave trade, so far as it might be
carried on in American vessels or by American
citizens.

To illustrate the Importance of this Squadron,
the relations which its operations bear to American
interests and to the rights of the African flag, its
effects upon the condition of Africa in checking
crime, and preparing the way for the introduction
of peace, prosperity and civilization, will
be the primary object of this work.

A general view of the Continent of Africa,
comprising the past and present condition of
its inhabitants; Slavery in Africa and its foreign
Slave trade. The perils ^{now} of the Coast before it was
guarded and protected by naval Squadrons; the
geological structure of the Country; its natural

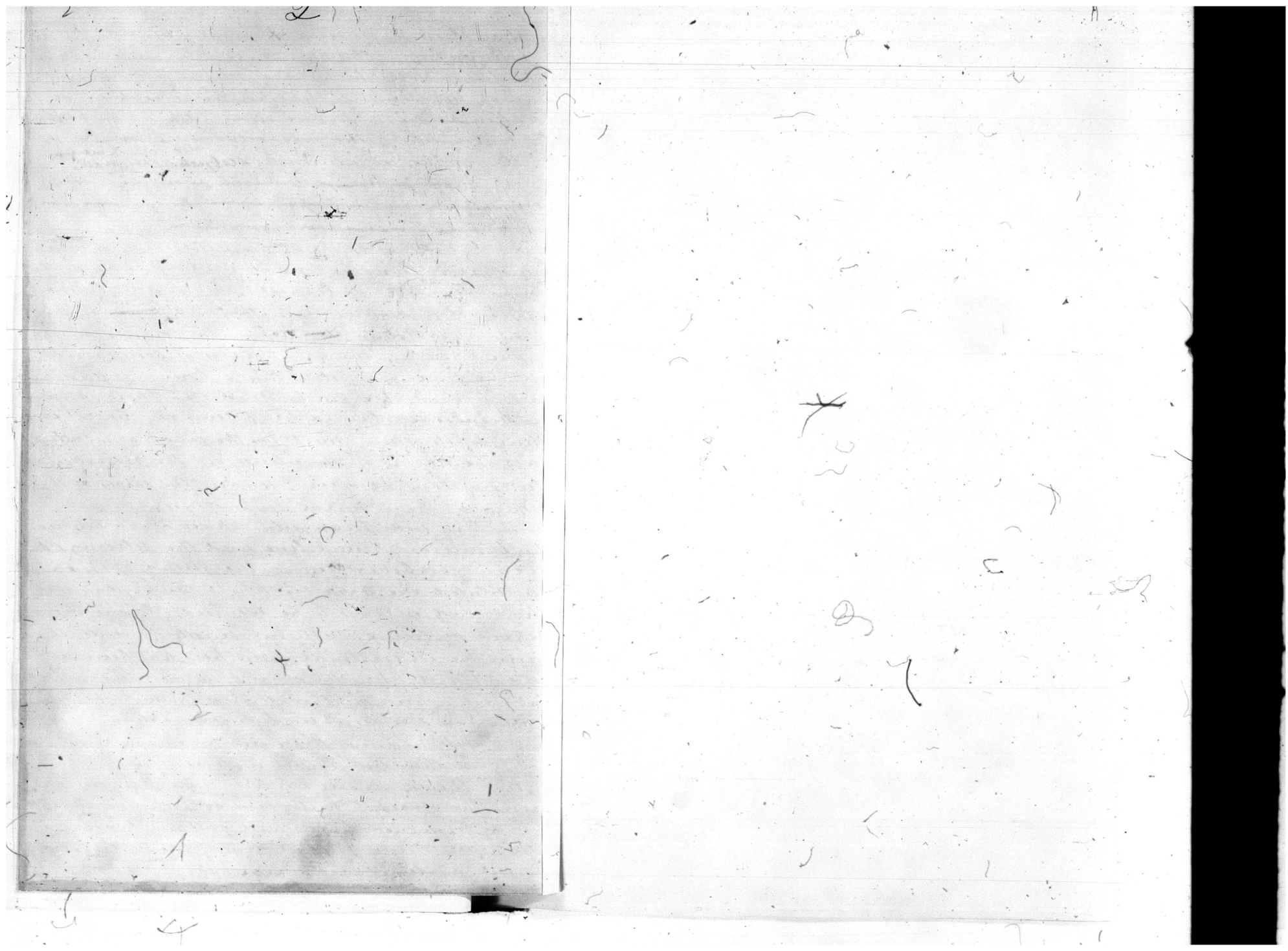
22
history. Languages and ~~the~~ people; and the progress
of colonization by the negro race returning to their
own land with the light of religion, of sound policy
and of modern arts, ~~together with such other~~
~~material as may give a clear idea of the position~~
~~in which this great undertaking now stands,~~
will also be introduced as ^{to the general design,} subjects appropriate.

After a ~~series of~~ ^{series of} ~~four~~ ^{four} days, the
sloop arrived at the Cape Verde Islands, and was
reported to the American Commodore.

If a chart of the Atlantic is spread out, and a
line drawn from the Cape Verde islands, towards the
Southwestern coast of Brazil, ^{if we} then pass to the Cape
of Good Hope and draw another line, ^{that point} ~~that point~~ by the
island of St. Helena, ~~the~~ ^{crossing} the former north
of the Equator, the great tracks of Commerce
will be traced. Ships outward bound follow the
track towards the ~~South~~ American shore, and
the homeward bound are found on the other.
Thus ships often meet in the centre of the Atlantic;
and the crossing of these lines, off the projecting
shores of Central Africa, renders the coast of that
region of great naval importance.

The wide triangular space of sea between
the homeward bound line, and the retiring Af-
rican seaboard around the gulf of Guinea,
constituted the area, in which the vigilance of
the Squadron was to be exercised. Here is the
region of crime, suffering, cruelty, and death,
from the slave trade, and here has been at
different ages, when the police of the sea happened
to be little cared for, the scene of the worst piracies
which have ever disgraced human nature.

Ships running out from the African coast fall
here and there into those lines traced on the chart,
a ^{in some cases} ~~few~~ ^{few} of them. No one can tell what they contain,
from the graceful hull, with proportioned masts,
neatly trimmed yards and gallant bearing of
the vessel. This deceitful beauty may conceal
robbery, violence, and crime; the theft of living



3.
Men, the foulness and corruption of the steaming slave deck, and the channel house of wretchedness and despair.

It is difficult in looking over the ship's side to conceive the transparency of the sea. The reflection of the blue sky, in these tropic regions, colors it like an opaque sapphire till some fish startles one by suddenly appearing far beneath, seeming to carry daylight down with him into the depths below. One is then reminded that the pupil is suspended over a transparent abyss. There for ages, has sunk the dark skinned sufferer from "the horrors of the middle passage", carrying that ghastly daylight down with him, to rest, until "the sea shall give up its dead" and the slaver and his merchant come from their places, to be confronted with their victim.

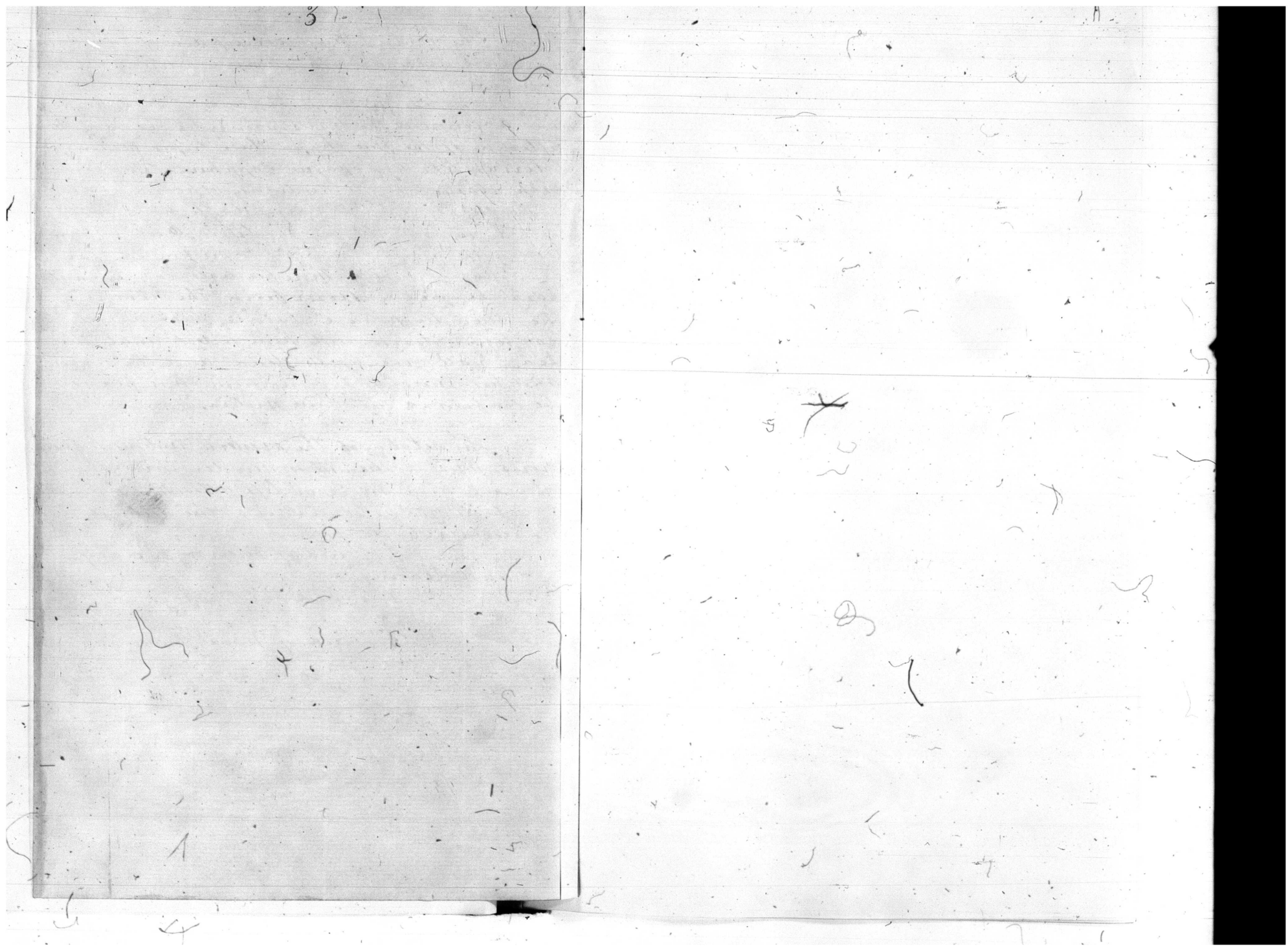
The relation of the Western Nations to these shores, present themselves under three phases, which claim more or less attention in order to a full understanding of the subject.

These are -

1. Period of Discovery. Piracy and Slavery.

2. Period of Colonizing.

3. Period of Naval Cruising.



discovered by ^{Diogenes} ~~Diogenes~~ & Portuguese along
the coast. Cape of Good Hope Result.

The French of Normandy, contented with the Portuguese the honor of first venturing into the Gulf of Guinea, ~~detected the~~ ^{It was} ~~honor~~ nearly a hundred years, from ^{the time when the latter first embarked} ~~their first~~ ^{in these discoveries} until, in 1487, they reached the Cape of Good Hope, for about eight centuries. The ^{Mohammedan} ~~Arabian~~ in the interior had been shaping out an influence for himself by proselyting and commerce. The Portuguese discovered ^{that} this influence on the African shores. The Venetians held a sort of partnership with the ^{Mohammedans} ~~Arabians~~ in the trade of the East. Portugal had then taken scarcely any share in the brilliant and exulting politics of the Seraglio. Her vocations were to the seas of the West, but in that direction she was advancing to an overwhelming triumph over her Eastern competitors.

On the 3^d of May 1487, a boat left one of the small high-sterned ^{ed} ~~ships~~ ^{of the present day} ~~ships~~, of less tonnage than an ordinary river ship, and landed ^{a few} ~~some~~ ^{on} ~~on~~ a few pebbles. ^{on} ~~on~~ a low island of rocks, which they proceeded to erect a camp. The sand which rustled across their footsteps, fortetops, the sigh of the West wind among the rustling bushes; and the cracking of the penguins as they waddled off ^{these} ~~these~~ were the voices which ^{hailed the opening of a new era for the world} ~~hailed the opening of a new era for the world~~. For Bartholomew Diaz had then passed the southern point of Africa and was listening to the surf of the Atlantic sea.

This enterprising navigator had sailed from Lisbon in December 1486, and seems to have reached a large range near Cape Vallas, north of the Orange River, in time to catch the best of the strong south-easterly winds prevailing ^{during the summer months} ~~during the summer months~~ on the southern coast of Africa and in the region of the Cape, ~~during the summer months~~ ^{by these winds he was} ~~by these winds he was~~ he stood to the south-west on a wind. ^{He} ~~He~~ ⁱⁿ ~~in ^{his} ~~his~~ ^{little} ~~little ^{calculated} ~~calculated~~ ^{for} ~~for~~ ^{holding a wind} ~~holding a wind~~, and at length reached the region of the prevailing south-west winds. Then standing to the eastward, ^{ascertaining} ~~ascertaining~~ ^{both the latitude and longitude} ~~both the latitude and longitude~~ he passed the Cape of~~~~

Chapter II.

The French of Normandy, contented with the Portuguese the honor of first venturing into the Gulf of Guinea, ~~it took the~~ ^{it was} ~~honor nearly a hundred years, from their first venturing~~ ^{the time when the latter first embarked} in these discoveries, until, in 1487, they reached the Cape of Good Hope. For about eight centuries the ~~Mohammedan~~ ^{Mohammedan} in the interior had been shaping out an influence for herself by proselyting and commerce. The Portuguese discovered this influence on the African shores. The benedictions held a sort of partnership with the ~~Mohammedan~~ ^{Mohammedan} in the trade of the East. Portugal had then taken scarcely any share in the brilliant and exulting policies of the Levant. Her vocation lies to the seas of the West, but in that direction she was advancing to an overwhelming triumph over her Eastern competitors.

On the 3^d of May 1487, a boat left one of the small high-sterned ^{ed} ~~hulls~~ ^{of the present day} of less tonnage than an ordinary river sloop, and landed ~~on~~ ^{on} weather-beaten men on a low island of rocks, which they proceeded to erect a camp. The sand which rolled across their footsteps for tops; the sigh of the West wind among the boxberry bushes; and the creaking of the penguins as they waddled off ^{these} ~~there~~ the voices which ^{hailed the opening of a new era for the world} ~~hailed the opening of a new era for the world~~ for Bartholomew Diaz had then passed the southern point of Africa and was listening to the surf of the Atlantic sea.

This enterprising navigator had sailed from Lisbon in December 1486, and seems to have reached orange river Cape Voltas, north of the Orange River, in time to catch the last of the strong South-easterly winds prevailing ^{during the summer months} on the southern coast of Africa and in the region of the Cape, ~~during the summer months~~ by these winds he was he stood to the South west on a wind. The ⁱⁿ ~~hulls~~ ^{hulls} little calculated for holding a wind, and at length reached the region of the prevailing South West winds. Then standing to the Eastward, ~~mistaking~~ ^{le} ~~with the latitude and longitude~~ ^{le} passed the Cape of

4

4

X

Q

7

1

4

Chapter III.

Pirates. Davis, Roberts & others. British emi-
saries. Slave trade system. Guinea men. Hor-
rors of the middle passage."

367-1

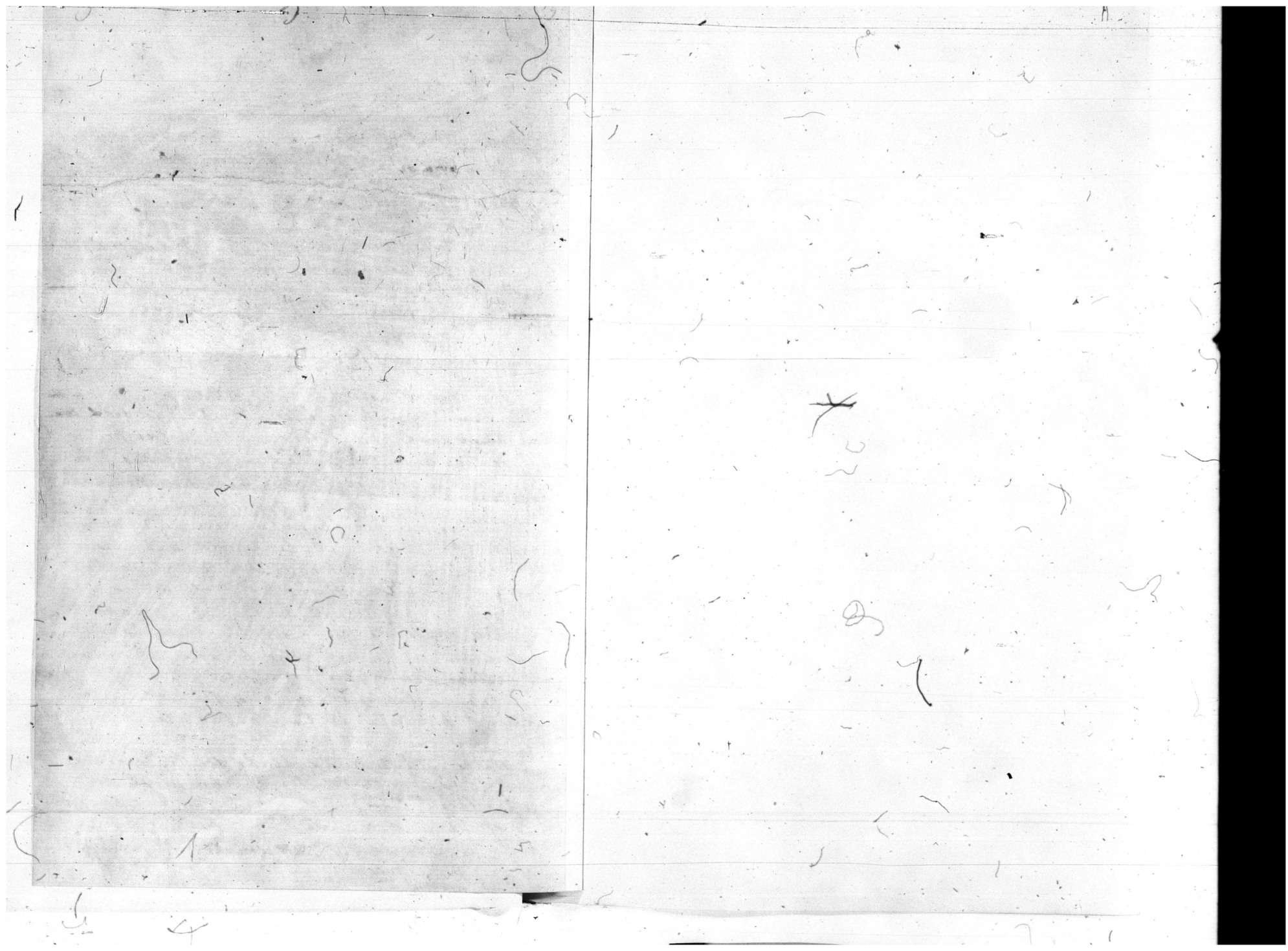
Good Hope of which he was in search, and bearing away to the northward, after running a distance of four hundred miles, brought up at the island of St. Croix above referred to. Coasting along on his return, the Cape was ~~discovered~~ spotted, and named Cabo tormentoso, or the Cape of Storms. The King of Portugal on the Discoverer's return, gave it the more promising name of Cabo da Buena Esperanza or the Cape of Good Hope.

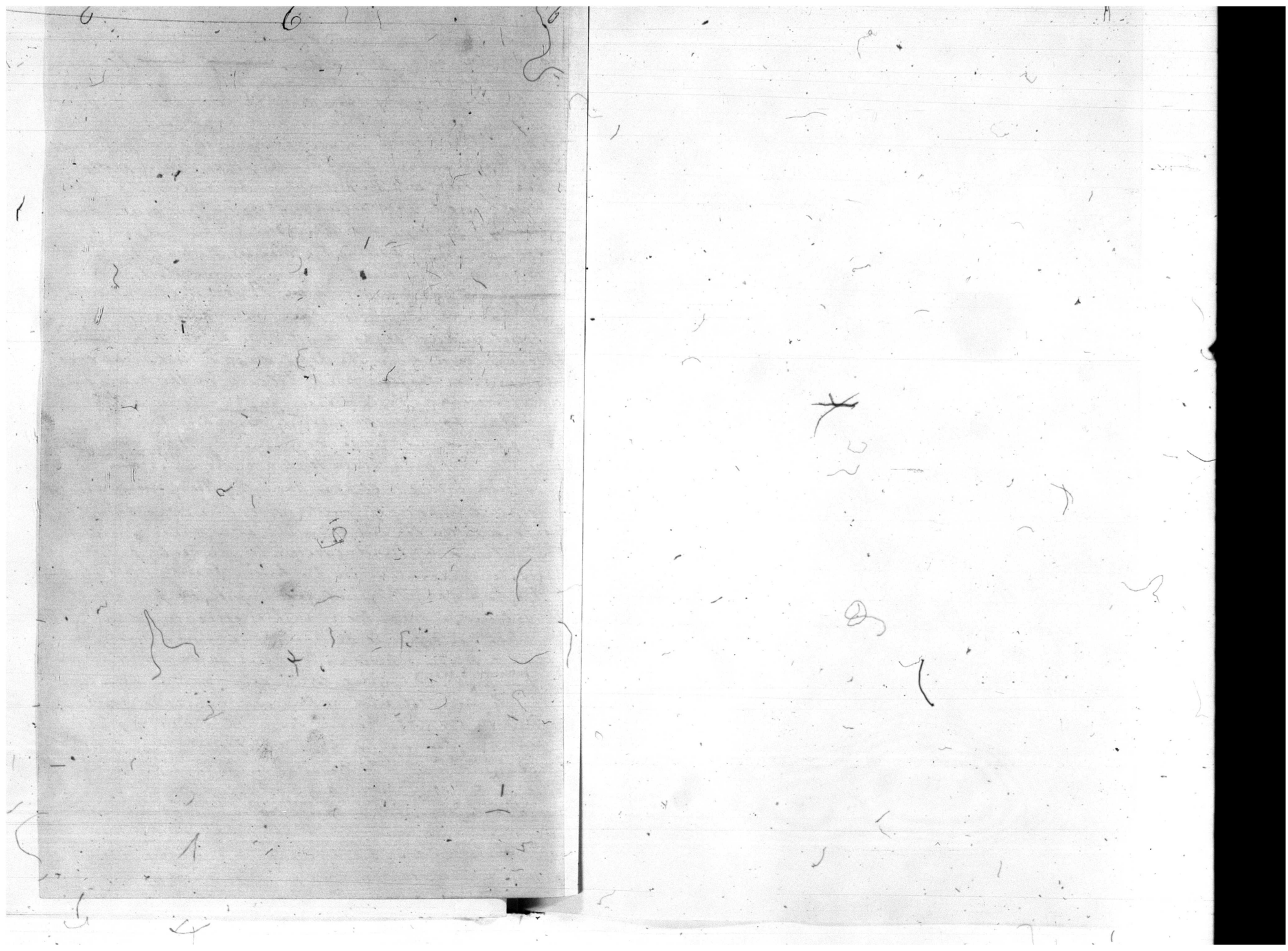
Africa thus fell into the grasp of Europe, Trade
 flowed with a full stream into this new channel.
 Portugal conquered and settled its shores, ^{and} ~~discovered~~ ^{accompanied}
 the Portuguese Discoverers and Conquerors to various parts of
 Africa, where the Portuguese Dominion ^{had been} ~~was~~ established.
 and ^{influenced} ~~the~~ long periods, the condition of the Society.

Chapter III.

The second period is that of slavery. None of the Africans ~~have~~ seem to have been bought and sold ~~than~~ of any other race, at all times in the world's history. Then of any other race ^{of mankind} the early navigators were offered slaves as merchandise. It is not easy to conceive the few which they then carried away, could serve any other purpose than to gratify curiosity, or add to the entertainments, greatness of kings and noblemen. It was the demands of the West which rendered this iniquity a trade. Every thing which could debase a man was thrust upon Africa from every where, the old military skill of Europe raised on almost ~~ruined~~ ^{ruined} and almost every accessible point, embattled fortresses, which now ~~have~~ ^{are} ~~picturesque~~ ^{picturesque} ^{like} the gulf of Guinea. In the space between Cape Palmas and the Calabar river, there are to be counted, in the old charts, forts and fortresses by hundreds.

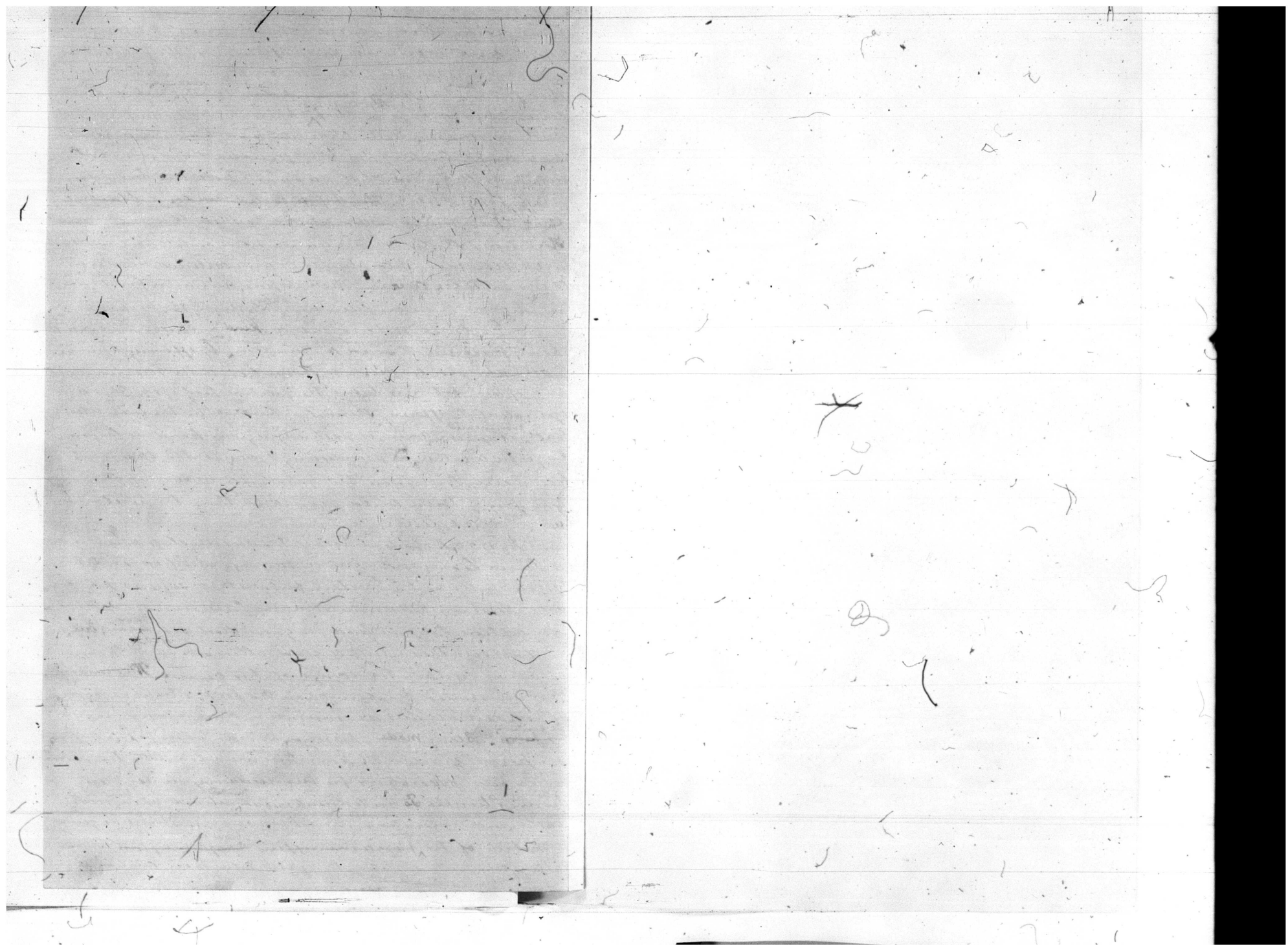
The seventeenth and eighteenth centuries, more especially the era of war to the African people, borne against them ^{on the part of} European nations, had become gross in cruelty and universal in extent. From the Cape of Good Hope to the Mediterranean, in respect to their lands or their persons, the European was seizing, slaying,





was overpowered, pland out and one of the prize
ships, and were heard of afterwards. The pirates took
a new commander followed Corbally to Sierra Leone,
they found ^{there} this worthy ~~man~~ ^{gentleman} worthy, rich, and kind
Command of a fine ship ^{with eight men} I was the notorious pirate, with
~~these pretensions~~ ^{to the character} and habits of a gentleman
They suited the taste of his associates, soon joined him
with a well-armed ship manned with one hundred
and fifty men. The pirates sailed under a black flag
that there might be no mistake of their character, and
there was collected as fruit of a nest of villany as they
could trace their way. They plundered and captured whatever
came in their course. These pirates, with other pirates, ^{soon} ~~soon~~
brought more than one hundred ^{hundred} ~~hundred~~ on the African
coast. England entered into a ^{kind of} ~~kind of~~ compromise with
them, previously to send a squadron ^{concerning} ~~concerning~~ by offering pardon
to all who should present themselves to the Governor of
any of her colonies before the first of July 1719. This was
equivalent to offering themselves to serve in the war which
had ^{commenced} ~~commenced~~ against Spain, or exchanging one kind of brig-
andage for another, ^{by} ~~by~~ privateering, against the Spanish
commerce. But from the accounts of this piratical
very few of them could read and thus the proclamation
was ^{almost} ~~almost~~ a dead letter.

In 1720, Roberts, a hero of the same class, anchored
in Sierra Leone, and sent a message to Plunket, the
Commander of the English fort, with a request for some
gold dust and ammunition. The Commander of the
fort replied that he had no gold dust for ^{them} ~~them~~, but ^{that} ~~that~~ he
would serve them with a good allowance ^{of shot} ~~of shot~~ if they
worked within the range of his guns. Whereupon
Roberts opened his fire upon the fort. Plunket soon
^{was} ~~was~~ ^{made} ~~made prisoner, he was taken before Roberts.
The pirate applied the poor Commander with the most
outrageous execrations for his audacity in resisting
him. ^{Plunket} ~~Plunket~~ To his astonishment, ^{himself} ~~himself~~ returned upon ^{with} ~~with~~
baths and execrations ^{yet} ~~yet~~ more bitter. This was quite
to the taste of the ^{scoundrels} ~~suggesting~~ ^{suggesting} ~~suggesting~~ around
them ^{who} ~~who~~, with shouts of laughter told their Captain~~



8
That he was only second best at that business, and
Plunder, in consideration of his victory, was allowed to
escape with life.

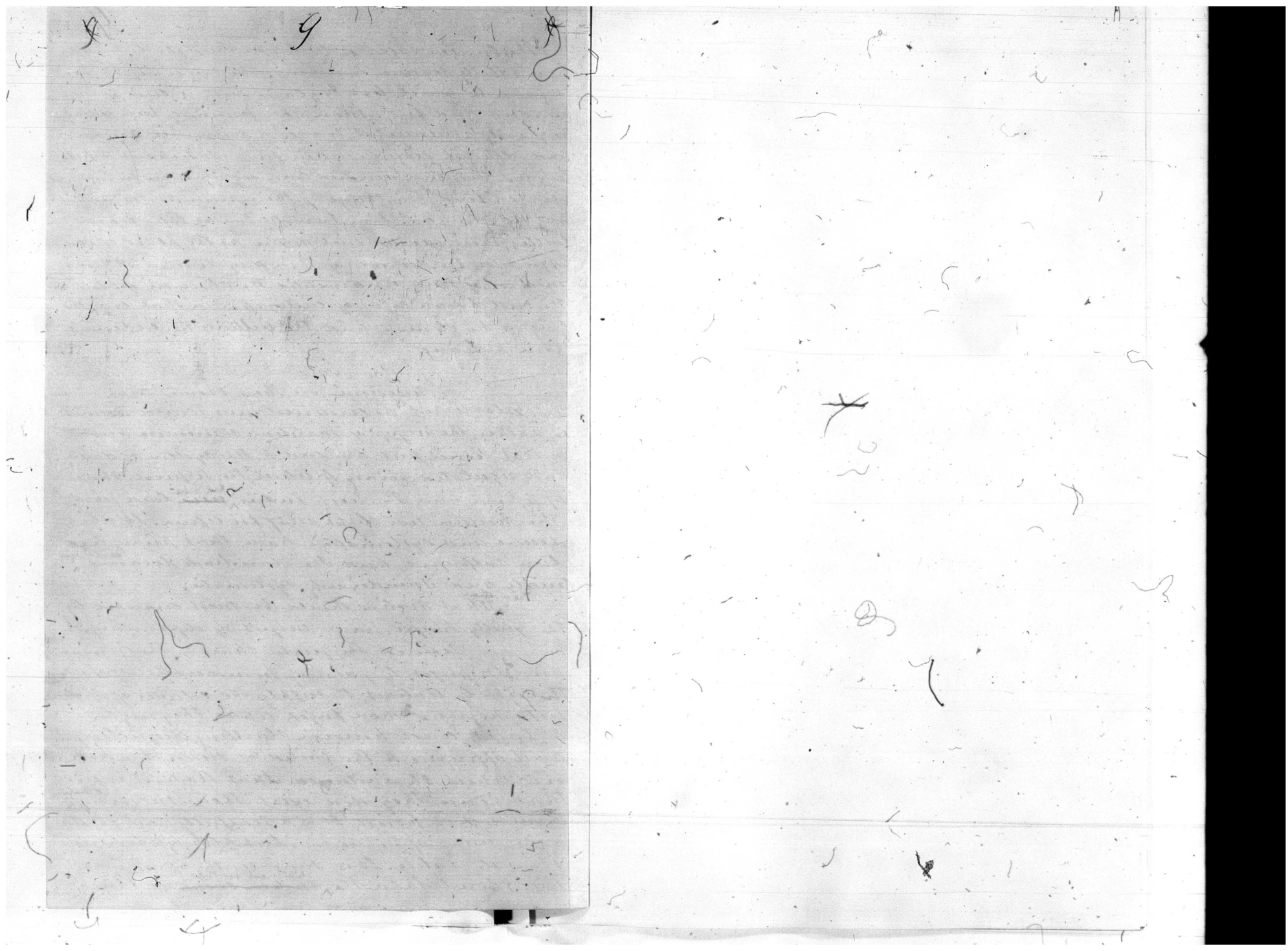
In 1721 England despatched two Men of War to the
Gulf of Guinea for the purpose of exterminating the
pirates who had there reached a formidable degree of
power, and sometimes, as in the instance noted above,
opplied the establishment on shore. They found that
Roberts was in command of a Squadron of three
Sloops, with about four hundred men under his
command, and had been particularly active and
successful in outrage. After cruising about the northern
coast and learning that Roberts had plundered many
ships and that sailors were flocking to him from all
quarters, they found him ^{the evening} on the 22 of February, anchored with his
three Sloops in the bay north of Cape Lopez.

When entering ^{the bay} light enough remained to let them
~~perceive~~ see that they had caught the Miscreants
in their lair. Closing in with the land, ^{the cruisers quietly} ~~they~~ ran in
and anchored close aboard ~~the outer Sloop~~ ^{the outer Sloop} belonging to
the pirates. ^{Having ascertained} ~~the~~ the character of the ^{visitors} ~~the~~ ^{the}
pirate, ^{but} ~~he~~ shipped his cables, and proceeded to make sail,
but was bounded and secured just as the ~~black~~ rapid
blackness of a tropical night buried every thing in
obscurity. Every sound was watched during the darkness
of the night, with scarcely the hope that the other two
pirates would not take advantage of it to make
their escape, but the short grey dawn showed them
still at their anchors, the cruisers getting under way,
and closing in with the pirates, produced no movement
on their part, and some scheme of cunning or of
desperate resistance was prepared for. They had in fact
redoubled made a desperate one Sloop to man the other
fully for defence. Into this Sloop, ~~assisted~~ ^{assisted} by the
the smaller of the cruisers, the ~~broader~~ ^{broader} ~~three~~ ^{three} her
broadside, which was quickly returned. A grape-shot in
the head had killed Roberts, this and the slaughter
of the broadside cruisers fire prepared the way for the
boarders without much further resistance to take
possession of the pirate. The third Sloop was easily captured

The cruises suffered no loss in the fight but had
been fatally reduced by sickness. The larger vessel, the
Hogwarts, which left England with a crew of two
hundred and forty men, had previously been reduced
so greatly as scarcely to be able to weigh her anchors,
and although recruited often from merchant vessels,
landed but one hundred and eighty men in England.
This rendered the charge of their prisoners somewhat
hazardous, and taking them as far as Cape Coast
Castle, ^{there} they executed such justice as the place could
afford, or the demands of their prey deserved. A great
number of them ornamented the shore on gibbets. ~~as~~
The well known signs of civilization in that ^{area} as
long as the climate and the weather would permit
them to hang.

Consequently in these events, such order
was established as circumstances would admit,
or rather the progress of maritime intercourse and
naval power put an end to the system of daring
and regulated piracy, by which the tropical shores
of Africa and the West Indies, ^{had been} ~~had been~~ laid waste.
This however was slight relief for Africa. It was to
secure and systematize trade that piracy had
been suppressed, and the slave-trade became ^{accordingly}
cruelly and murderously systematic.

^{The question} What nation should be most enriched by
the guilty traffic, was a subject of diplomacy.
England secured the greater share of the criminality
and the profit, by gaining from her other competitors,
the right by contract to supply the colonies of Spain
with negroes. Then forget what they ought not
to forget, and however startling, disgusting,
and oppressive to the mind of man, the horrors
are which characterized that trade, it is well
that since they did exist, their memory ^{of them}
should not perish. It is a fearfully dark chapter
in the history of the world, but although terrible
it has its value. It is more worthy of being re-
membered than the ^{historical narrative} ~~substantive~~ of wars,

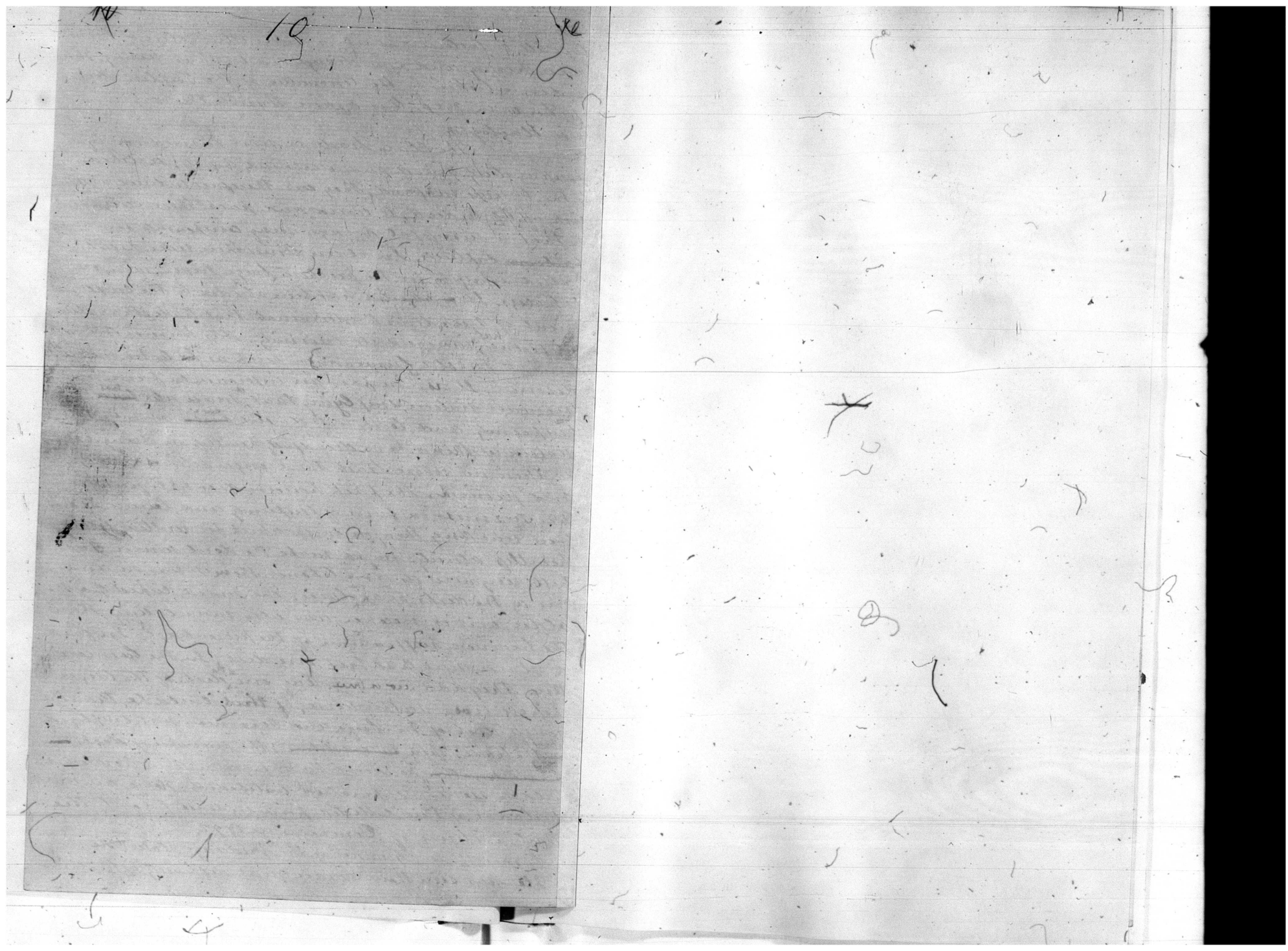


100

defeat, or victories; for it is more illustrative of man's
wiper history and of a strange sea in that history. The
evidence taken by the Committee of the English House
of Lords in 1850, has again thrust the subject
into daylight.

~~See~~ The Slave trade is now carried on by
Comparatively small and ill-found vessels; manned
by the cruelties inhumanity. They are therefore induced, as any
risk of loss by death, to wound and pack their cargoes
so that a successful voyage may compensate for many
~~failures~~ captives. In older times there were vessels
fitted expressly for the purpose - large India men or
whalers. It ~~is~~ ^{has} ~~been~~ ^{been} objected to the employ-
ment of Squadrons to exterminate that trade, that their
interference ^{has} increased its cruelty. This horror is doing
harm to the old ^{they} ~~firm~~ ^{firm} ~~men~~ ^{men} such as ~~the~~ ^{they} by no means
deserve. It is in fact an inference in favor of
human nature, implying that ^{man} ~~man~~ ^{who} ~~who~~ ^{had} ~~had~~ ^{can} ~~can~~ ^{not} ~~not~~ ^{not} in the
nature of things ~~he~~ ^{he} ~~is~~ ^{is} ~~not~~ ^{not} ~~able~~ ^{able} ~~to~~ ^{to} ~~do~~ ^{do} ~~it~~ ^{it} ~~as~~ ^{as} ~~those~~ ^{those} ~~in~~ ⁱⁿ ~~whose~~ ^{whose} ~~track~~ ^{track} ~~the~~ ^{the} ~~breuger~~ ^{breuger} ~~follows~~ ^{follows} ~~to~~ ^{to} ~~die~~ ^{die}
and perish. The fact however does not justify
this surmise in favor of humanity and civility. If ever
there was any thing on earth which for scolding feelings
heartily activity, might make the devil wonder and
hell recognize its own likeness, ~~there~~ ^{it} ~~was~~ ^{was} ~~on~~ ^{on} ~~any~~ ^{any}
one of the decks of a ~~slave~~ ^{slave} ~~ship~~ ^{ship}. The sordid cupidity of the
older, as it is meaner, was also more calling than
the hurried ruffianism of the present age. In fact
a slave man has but one deck. In the last cen-
tury they had two or three. Any ~~one~~ ^{of the} ~~decks~~ ^{decks} of the larger
ships was, rather more, if ~~this~~ ^{this} ~~could~~ ^{could} ~~be~~ ^{be}, than the
single deck of the brigs and Schooners now employed
in the trade. Then ~~in~~ ⁱⁿ ~~addition~~ ^{addition}, the number of decks ~~on~~
~~some~~ ^{some} ~~another~~ ^{another} rendered the suffocating and pestilential
hold a scene of unparalled ~~atrocities~~ ^{atrocities}. There are some
instances of this collected from evidence taken by the
British House of Commons in 1792.

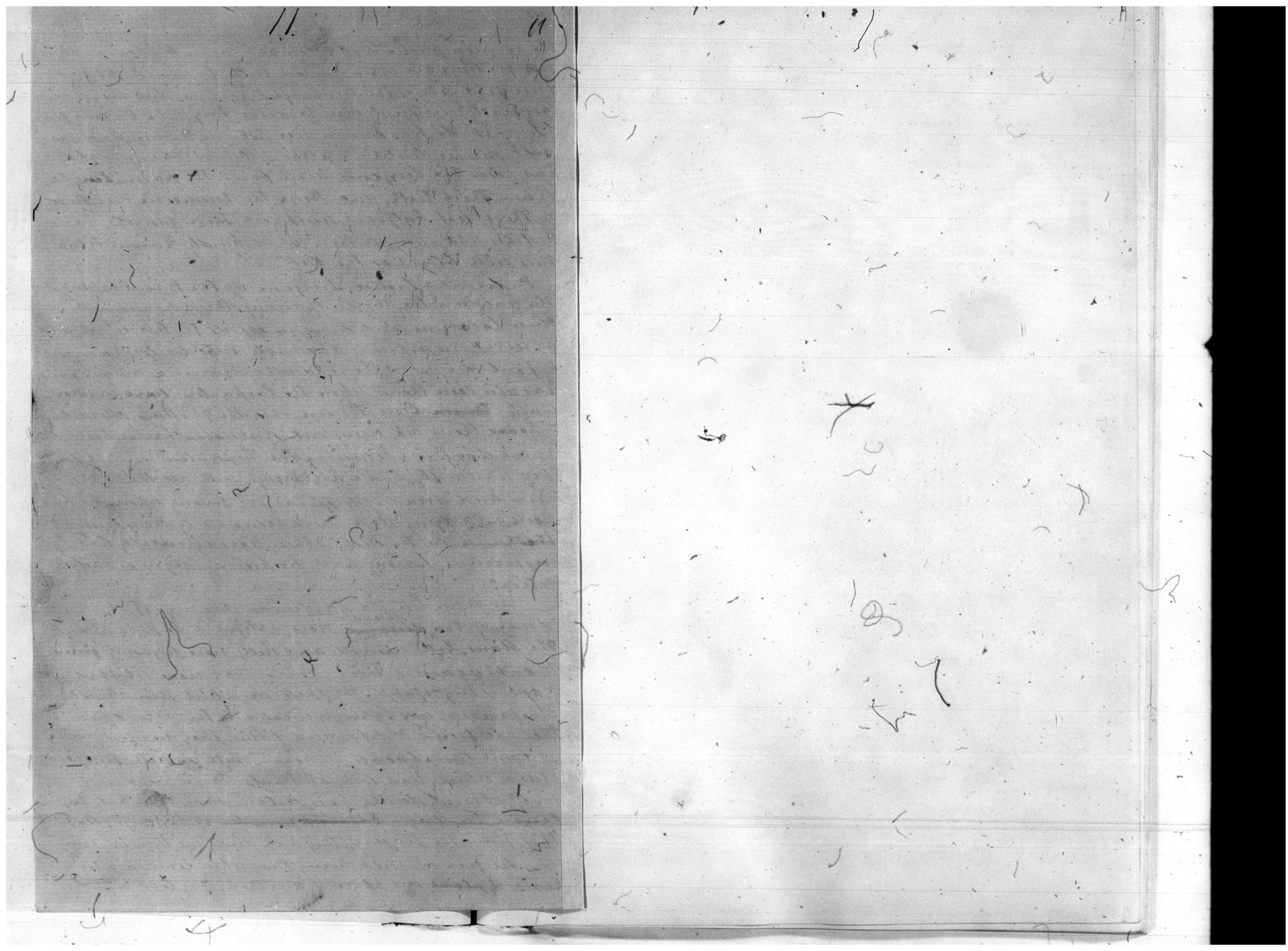
James Otway, Governor of the "Medway", states ~~that~~
"He has seen them under great difficulty of breathing;



11.
The women particularly often got upon the beams, where the gratings are often raised with banners, about four feet above the coverings, to give air but they are generally driven down, because they take the air from the rest. He has known rice held in the mouths of sick slaves until they were almost strangled; he has seen the Surgeon's Mate force the panmiken between their teeth, and throw the medicine over their heads so that not half of it went into their mouths, the poor wretches wallowing in their blood, hardly having life, and this with blows of the cat."

D. Thomas Trotter, Surgeon of the Brookes, says. "He has seen the slaves straining their breath with all those laborious and anxious efforts for life, which are observed in expiring animals subjected to deprivation of foul air, or in the exhausted action of an air pump; he has also seen them when the tarpaulins have inadvertently been thrown over the gratings, attempting to hoist them up crying out "Kickeraboo! Kickeraboo! i.e. We are dying. On removing the tarpaulins and gratings, they would fly to the hatchways with all the signs of terror and dread of suffocation; many whom he has seen in a dying state, have recovered by being brought ~~there~~ on the deck; others were irrevocably lost by suffocation, having had no previous signs of indisposition."

In regard to the Caribbean voyage 1788, the testimony is ^{diseased} "Some of the ~~diseased~~ were obliged to be kept on deck. The slaves, both when ill and well, were frequently forced to eat against their inclination; were whipped with a cat if they refused. The parts on which their shackles are fastened, were often excoriated by the violent exercise they are forced to take, and of this they made many grievous complaints to him. Tell me with the "Hero" Wilson, which had lost, he thinks, three hundred and sixty slaves by death; he is certain more than half his cargo, ~~of her cargo~~, ~~he learnt from the~~ of her cargo; learnt this from the Surgeon; they had died mostly of the small pox; Surgeon also told him, that when removed from place to place one place to another, they left marks



Hire Insert Slave deck sketch 2

of their skin and blood upon the deck, and that it was the most horrid sight he had ever seen."

~~Such were "the horrors of the middle passage"~~

From the annexed sketch represents the lower deck of a Guineaman, when the trade was under systematic regulations. The slaves were obliged to lie on their backs and were shackled by their ankles, the left of one being fettered close to the right of the next; so that the whole number in one line formed a single living chain. When one died the body remained during the night, or during bad weather, secured to the two between whom he was. The height between decks was so little that a man of ordinary size could hardly sit upright. During good weather a gang of slaves was taken on the spar-deck and there remained for a short time. In bad weather, when the hatches were closed, death from suffocation would necessarily occur. It can therefore easily be understood, that the athletic strangled the weaker intentionally in order to produce more space, and that when striving to get near some aperture affording air to breathe, many would be injured or killed in the struggle.

Such were "the horrors of the middle passage."

12.

71
36
426
213
245 6
37
198 2
245 6
543 8

12

X

Q

7

Chapter IV.*
Physical Geography - Climate - Geology
Zoology - Botany.

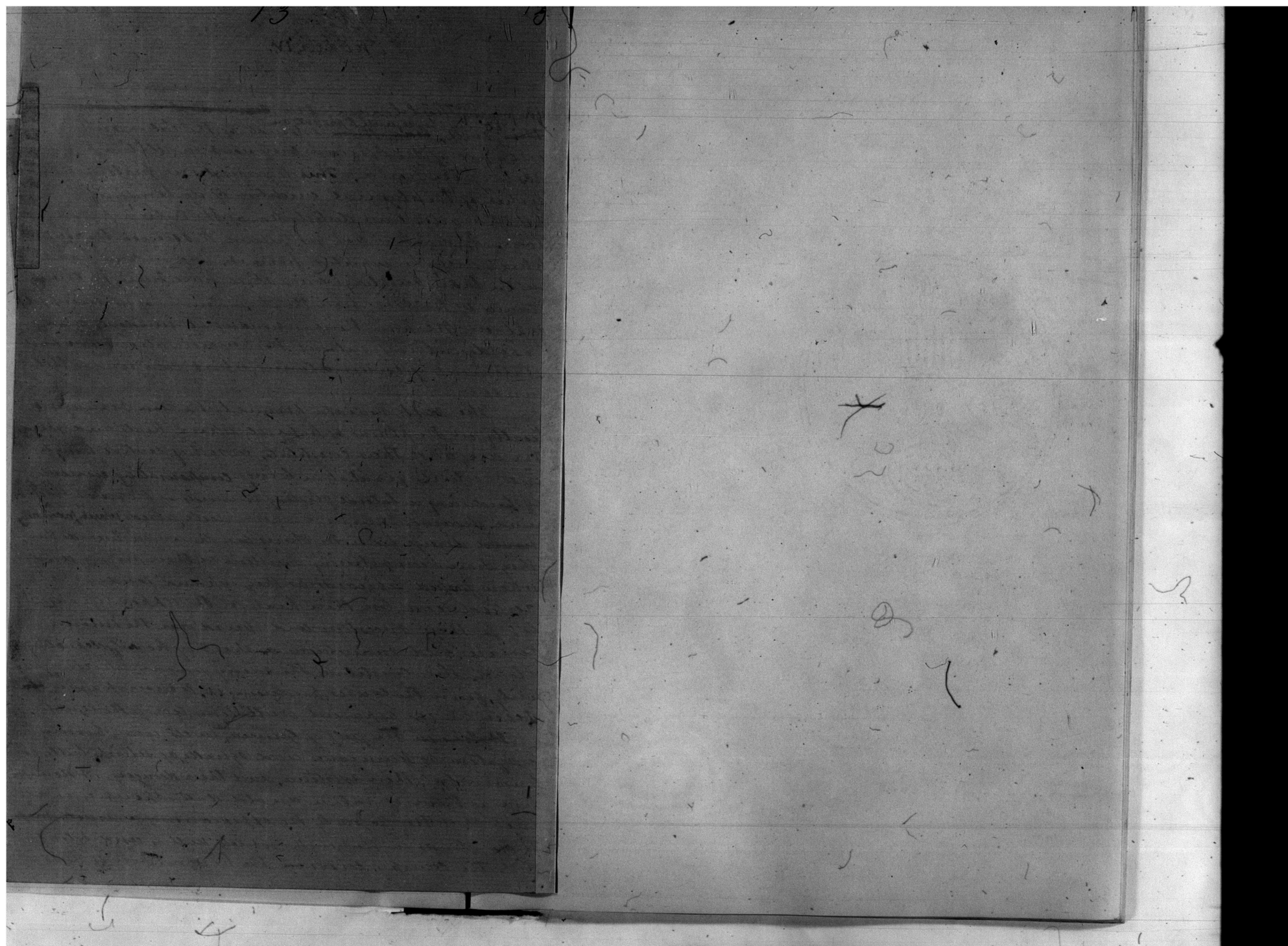
3/4 - a

Before proceeding to the colonizing era ~~we must first consider~~
~~this~~ ^{it is} ^{by regarding it as} ^{an} ^{estimate} of the value and im-
 portance of the African continent in relation to the
 rest of the world. This requires some preliminary
 notice of the physical condition of its territories, and
 the character and distribution of the tribes peopling
 them. Africa has not yet yielded to science the results
 which may be expected from it. Courage and hardihood
 rather than knowledge and skill, have from the circum-
 stances of the case, been the characteristics of its successful
 explorers. We have therefore wonderful incidents and
 loose descriptions, without the accurate observation and
 statement of circumstances, which can render them
 useful.

The vast radiata formed by the sun beating hor-
 izontally on the plains of tropical Africa, heats and expands
 the air, and thus constitutes a sort of central trough
 into which granulation brings compensating currents
 by producing a lateral sliding inwards of the great trade
 wind streams. Thus, as a general rule, winds which ^{would} ^{normally}
~~would~~ diverge from the shores are drawn in towards them.
 They have been gathering moisture in their progress, and
 when forced upwards as they expand under the
 vertical sun, lose their heat in the upper regions,
 let go their moisture and spread over the interior
 terraces, and mountains a sheet of heavily depositing
 clouds. This constitutes the rainy season which ^{ac-} ^{com-} ^{p-} ^{a-} ⁿ⁻ ⁱ⁻ ^{s-} ^{the}
 rainy season, from the causes producing it, accompanied ~~the~~
 seen in its apparent oscillations across the equator.
 P. ~~It is in the gulf of Guinea~~ ^{that} in its own bosom,
 a system of hurricanes and squalls, of which little is
 known but their existence, and their danger. A descrip-
 tion of them of rather an old date, the infer, as a
 fact that they begin by the appearance of a small mass
 of clouds in the zenith, which widens and extends
 till the canopy covers the horizon. None of this

* The author acknowledges his indebtedness for liberal & valuable contributions on the subjects of Physical Geography, &c. &c. to the Rev. Dr. Alandson, for twenty years a resident at the Cape of Good Hope, & government director & professor in the South African College. He wishes also to express his obligations for frequent suggestions from the same source on scientific subjects, during the preparation of this work.

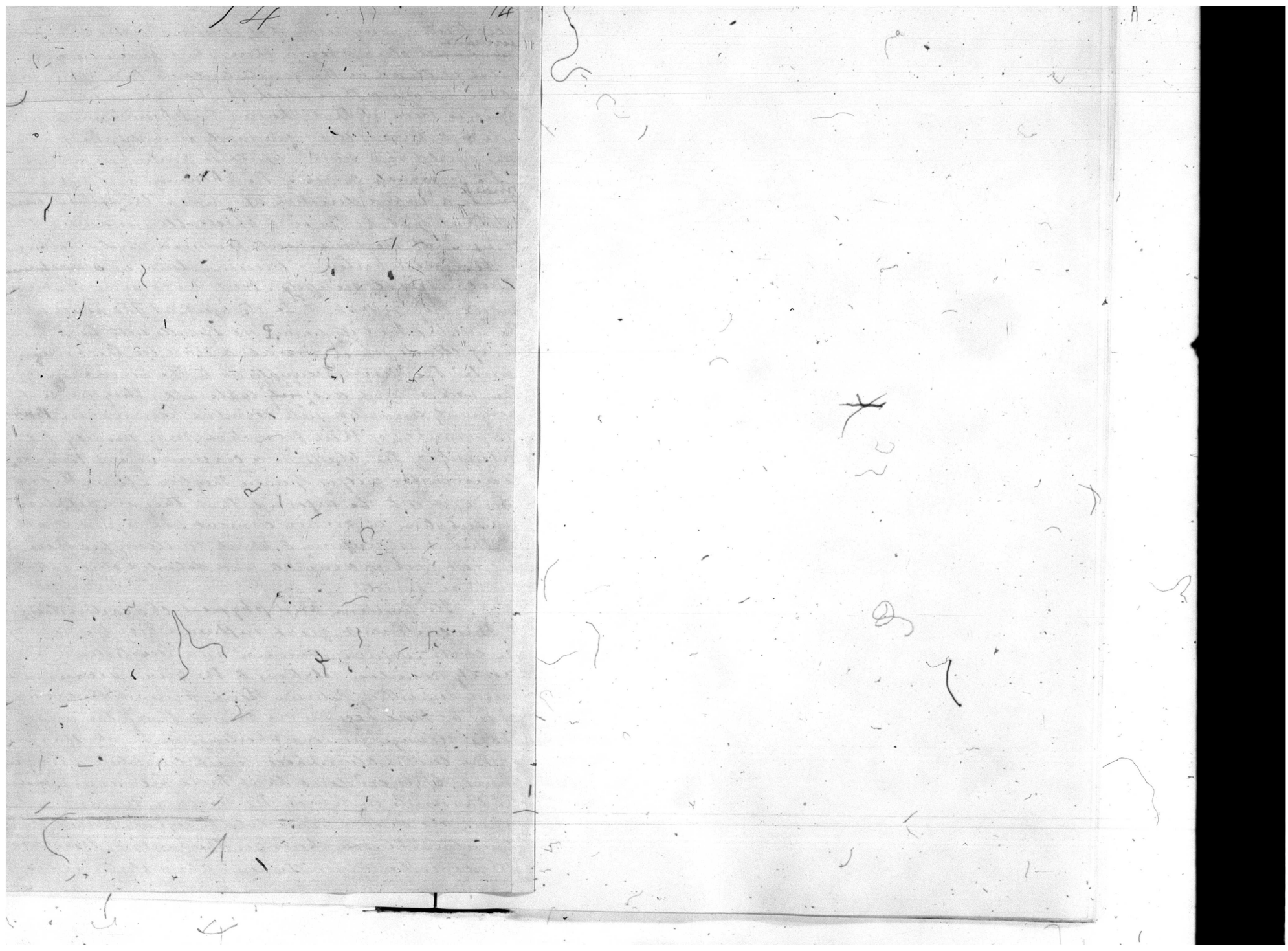
* The author acknowledges his indebtedness for liberal & valuable contributions on the subjects of Physical Geography, &c. to the Rev. Dr. Alderson, for twenty years a resident at the Cape of Good Hope, & government director & professor in the South African College. He wishes also to express his obligations for frequent suggestions from the same source on scientific subjects, during the preparation of this work.



the
 his
 low
 that
 plea
 of
 then
 this
 to
 me
 at
 very
 by
 -
 more
 the
 been
 into
 the
 need
 the
 into
 being
 have
 and
 of
 a
 go
 we
 to
 the
 the
 near
 fore
 side
 those
 of
 can
 the
 white
 eyes
 the

1-4
these trace of any given spot, it would indicate that the
~~hurricane~~ ^{hurricane} ~~groundswell~~ ^{groundswell} always began there. The appearance of a
patch of cloud in the zenith could be true of only one
place out of all those which the hurricane influences.
If it is meant that, whenever the phenomenon originates
there ~~it~~ a mass of cloud gradually forms in the zenith.
This would be a most important particular in regard
to the proximate cause of the phenomenon, for it would
~~make~~ ^{mark} a rapid direction upwards of the ~~atmosphere~~ ^{atmosphere} ~~here~~
at that spot as the first observable incident of the
series. That the movements produced would subsequently
become whirling, a circumvolant, as a ~~mechanical~~ ^{mechanical}
mechanical necessity. But the force of the move-
ment ought not to be strongest at the place where
the mischief had its origin? The squalls with high tow-
ling clouds, which rise like a wall on the horizon
involve the same principles as to the formation of
the vapor and are ~~very~~ ^{early} ~~applicable~~ ^{applicable}. They are not
necessarily connected with certain hurricanes. But
the principles of their formation may modify the
intensity of the blasts in a circumvolant tornado.
Since in the gulf of Guinea they come from the east
ward, it is to be inferred that they are ripple or
undulations in an air current. In regard to all
of this it is necessary to speak doubtfully, for there is
a great lack of accurate and detailed observation
in these points.

Its position and physical characteristics give
to this continent great influence over the rest of
the earth. Africa, America and Australia have
nearly similar relations to the great oceans inter-
posed respectively between them. Against the eastern
sides of these regions are carried from the ocean,
those strange furious whirlings in the shallow film
of the earth's atmosphere, which constitute hurricanes
canes. It is evident that these oceans are ~~mainly~~ ^{mainly}
The channels in which the surface winds move
which are drawn from colder regions towards the
equator. The ~~the~~ shores are the banks of these air
streams. The return currents above flow over every



thing. They are thus prevalent in the interior, so that the climatic conditions there are different from those on the sea board. ^{circumstances} These, on the Eastern & Western tropical regions are accompanied by corresponding differences in the character of the vegetable world.

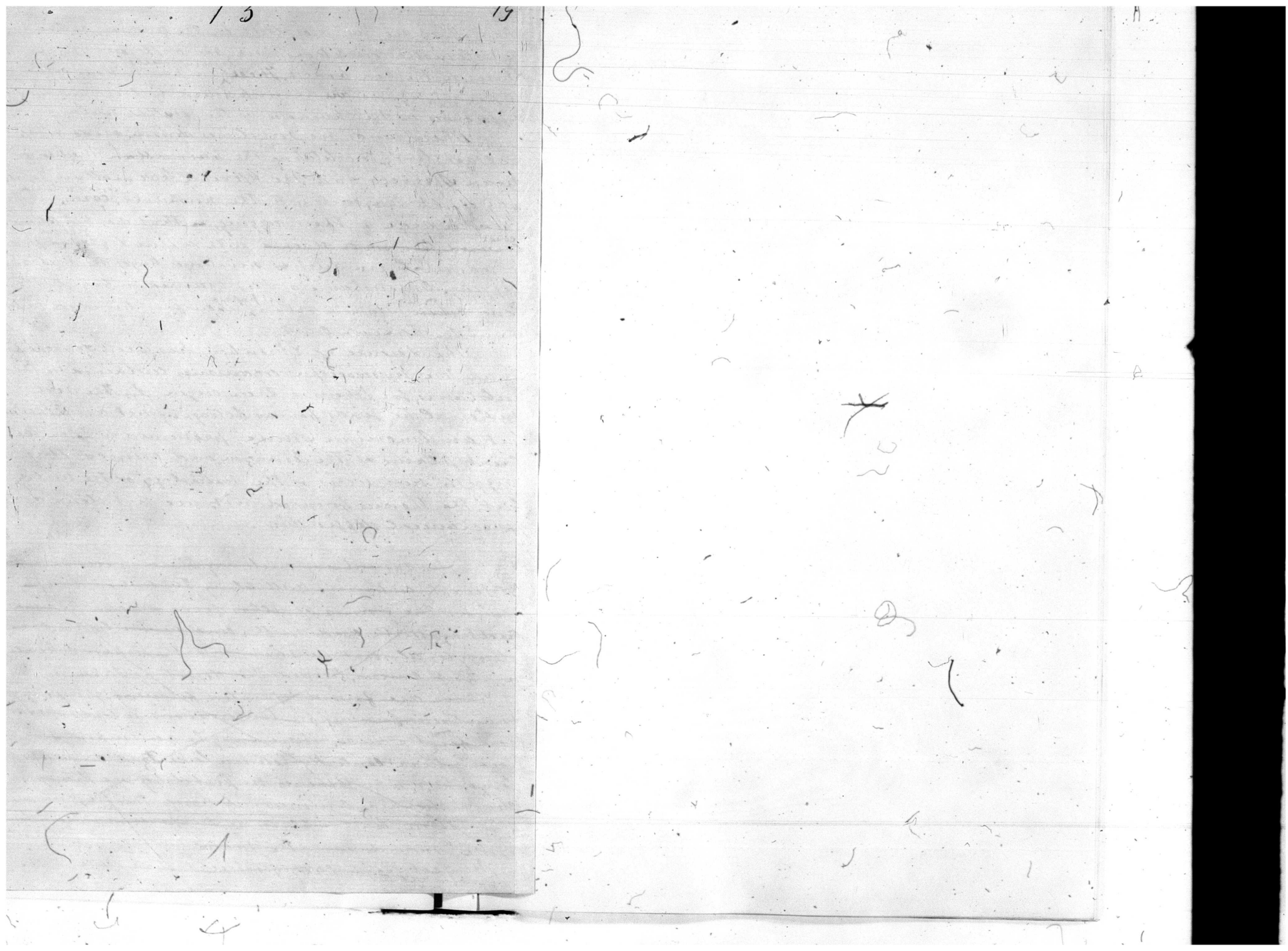
These winds are sometimes driven aside across
the coast line constituting the harmattan. Mediterranean
mean Sirocco and the African harmattan blows
far off at sea, sailing to the northward, ^{covered or stained} cere^x on the
weather side of their rigging, or (that next to African
^{coast} covered ~~covered~~ a stain~~s~~ with a fine light^{yellowne}_{yellow} powder.
A red-dish-brown dust & sometimes lingers the sails and
rigging. An instance of this occurred on board the
"Peng" ^{on her} when ^{properly} underway. When five hundred miles
from the African coast.

The Science of Ehrenberg has been searching
amid the microscopic organisms contained in these
substances, for tokens of their origin. In the red
material he finds forms betraging not an African
but an American source - presumed to be in the
Great plains of the Amazon and Orinoco. This
suggests new views of the meteorology of the world,
but the theories founded on it are not clear of
mechanical difficulties.

The mountains enclosing these spaces form a tolerably continuous wall along the eastern side of Guaya. The houses of Bellas form a small, airy, tickling nook and snitz, and in the lighter air struggle almost in vain with the tropical heat, in that corner, towards the street of Lachana.

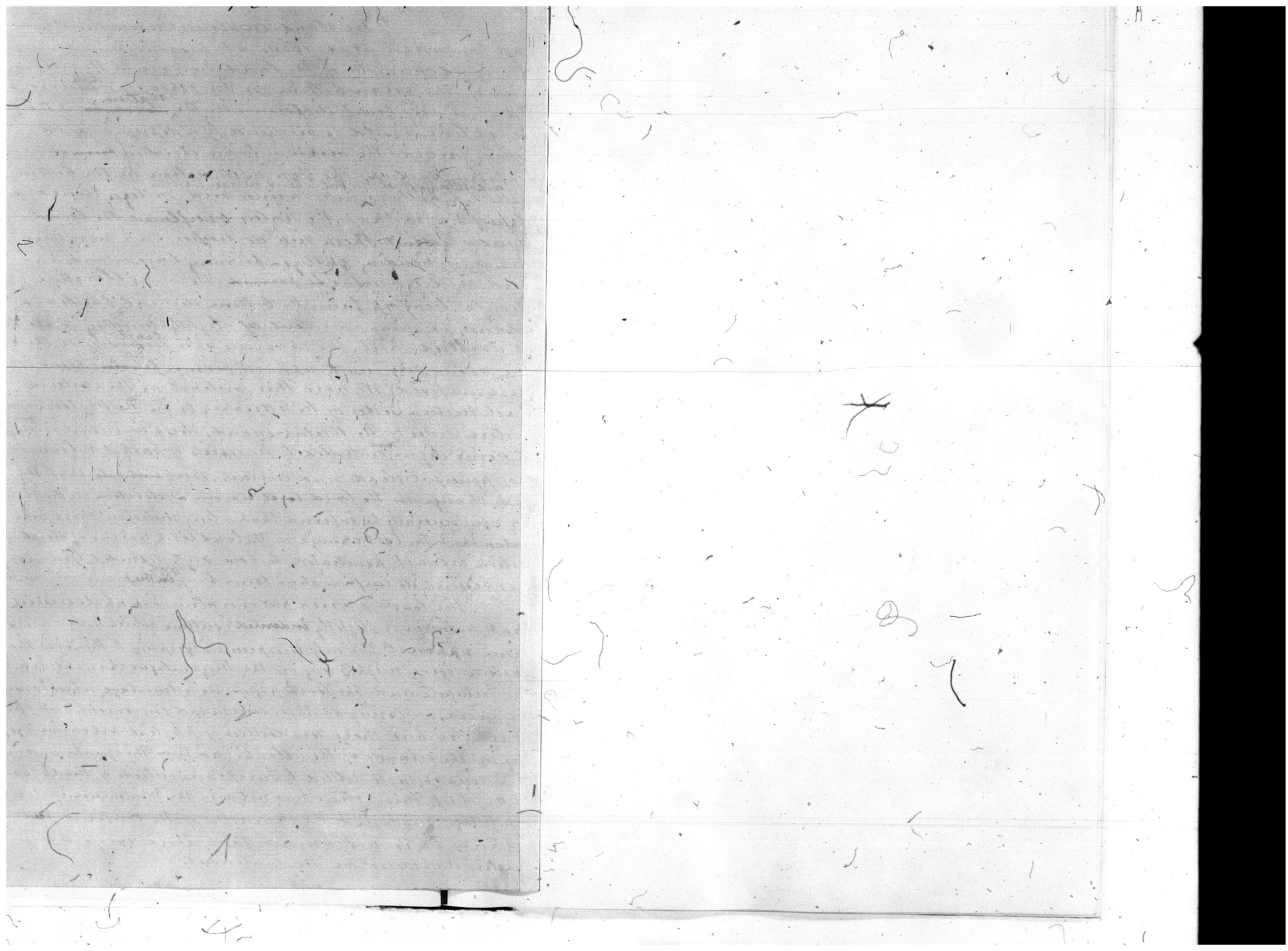
There are found repeated appearing groups of mountains forming ~~but~~ the continuous broken moun-
tain ^{on} the West. There may be an important
one situated centrally between Lake Tazewell and the
Luzo; but there appears no probability of a transverse
chain stretching continuously across this region as
has hitherto had a place in maps under the title
of the "mountains of the Moon".

~~No geological changes except those due to the~~



10.
If we stand on almost any shore of the
of the world as it exists at present, and consider
The ~~land~~ character of the land surface on the one hand,
and of the ocean bottom on the other, we ^{shall} see
That a very great difference in the ^{nature} ~~character~~ of the
Beach line would be produced by a depression of the
land towards the ocean, or by an elevation ~~from~~ of
it from the deep. The sea in its action on the bottom
^{and obliterates precipices; but a land surface is worn}
fills up hollows, into bays and valleys. Hence a
depression, so that the waters overflowed the land,
would admit them into its recesses, and rise over
as, and winding gulleys, forming bays, islands and
and secure harbors, ~~be formed~~. Whereas elevation
would bring up from the bottom its sand banks and
plains, forming an ~~extent~~ of slightly winding and
unsheltered shore. The character of a ^{coast} ~~shore~~ will there-
fore depend very greatly upon its former ^{history} ~~condition~~, before it
became fixed. We have this contrast in the eastern
and western sides of the Adriatic, or in the western and
eastern sides of the British islands. These circumstances,
to some degree, controlled by the effects of partial volcanoes,
or of powerful winds and currents. But ~~indicate that the~~
~~last change in the land level was one of elevation on the whole;~~
it may generally be inferred that a long unbroken shore indi-
cates that the last change in the land level was one of elevating;
while a coast penetrated by bays and defended by islands
has received its confirmation from being ^{raised} ~~in the process~~ subsiding.

The Coast of Africa has over almost its whole circuit,
that unbroken or slightly indented outline which would arise
from upheaval. The only conspicuous exception to this, is in the
eastern region neighboring on the Mozambique channel, where
the Portuguese and the local people the advantage, ~~which is rare~~
in Africa, of having at their command currents and shel-
tered harbors. There are centres of partial volcanic agen-
cy in the islands of the Atlantic north of the equator, and in
the distant spots settled by Europeans outside of Madagascar.
Can; but this action has not, as in the Mediterranean, alter-
ed the character of the continental
shore. It is not known that there exists any
active volcano on the continent.



16.
Africa therefore, if it could be seen on a great model of the world, would offer little correspondence. Truly that ~~was~~ varied in outline or in aspect. There would be great sandy deserts, with scanty specks of dirty green, or threads of scrubby verdure tracing out ~~these~~ ^{the} scant and temporary streams. There would be forests concealing or embracing the mouths of rivers, with barren mountains here and there penetrating through them, ~~and~~ ^{but} rarely presenting a lofty wall to the sea. Interior plains would show some glistening lakes, bogged by the jungle which they create. But it is a land nearly devoid of winter, either temporary or permanent. Only one or two specks, near the mouth of the Red sea, and a short beaded line of the chain of Atlas, would throw abroad the silver splendor of perpetual snow. It is the great want of Africa that no ice mountains have on their heads. These supplies for summer streams.

The sea shore is generally low except as influenced by Atlas, or the Libyanian ranges, or the mountains of the southern extremity. There is, not uncommonly, a flat swampy plain, bordering on the sea, where the rivers push out their deltas, or by form lagoons by their conflict with the fierce surge upon the shore. Generally at ~~varying~~ ^{varying} distances there occur falls or rapids in the great rivers, showing that they are descending from interior plains of considerable elevation. The central regions seem in fact to form two, or perhaps three great elevated plateau plateaus or terraced plains having waters collected in their depressions and joined by necks, such as are the prairies of Illinois between the St. Lawrence and the Mississippi, or the llanos of South America between its great rivers. The southern one of these African plains approaches close to the Atlantic near the Orange River. Starting there at the height of three

There and feet, it proceeds round the sources of
the river, and spreads centrally along by the lake
bordered, but long narrow lakes of north of the
tropics. The equinoctial portion of it is probably
drained by the ~~Zambesi~~ ^{Zambesi} and the Zaire flowing
in opposite directions. It appears to be continuous
as a neck. ~~It appears to be continuous~~ westward
of Shilmandjaro. The probable source of the
rile still it spreads out into the vast space
extending from Cape Verde to Senegal, the great
desert, and the collection of waters forming
Lake ~~Ng~~ ^{Ng} Izad, and such others, as there may
be towards the.

^{new} — The mountains enclosing these ~~spaces~~
spaces, form a ~~continuous~~ ^{nearly} continuous wall along
the eastern side of Africa. The snows of Atlas form
small streams trickling down north and south,
and in the latter case ~~struggle~~ ^{struggle} almost in
vain with the tropical heats, in short courses,
courses, towards the desert of Sahara.

There are found separate groups of
mountains, forming for the continuous a broken
margin on the west. ~~There may be an im-~~
~~portant one on the west.~~ There may also
be an important one situated centrally,
between lake ~~Ng~~ ^{Ng} Izad and the Congo; but
there appears no probability of a transverse
chain, stretching continuously across this region
as has ~~had~~ ^{had} without had a place on maps
under the title of the "Mountains of the Moon".

No geological changes except those due
to the

4.7
elation of the oldest formations, appear to have taken place extremely in this continent. The shores of the Gulf of Guinea and of the eastern regions abound with gold, suggesting that their interior is not covered with rocks by modern rocks. The two of hemities at Egypt and Cape of Good Hope, have been disposed to receive secondary and tertiary deposits. There may be other such instances. But the continent seems during a time, even geologically long, to have formed a great compact mass of land, bearing the same relations as now to the rest of the world. The valleys and precipices of South Africa have been shaped by the mighty currents which circulate around the promontory of the Cape; and the flat summit of Table Mountain, at the height of three thousand six hundred feet, is a rocky reef worn and pitted into strange shapes & projections by the surge which the South-east wind brought against it when it was brought at the level of the sea.

The present state of organized life in Africa tells the same tale. It indicates a land never connected with polar regions, nor subjected to great variations of temperature. Our continent, America, is a land of extreme temperature. Corresponding to that condition it is a land characterized by plants, the leaves of which ripen and fall, so that vegetation has a pause waiting for the breath of spring. All the plants of Southern Africa are evergreens. The large browsing animals, such as the elephant ^{and} rhinoceros which cannot stop to gather grass, find continuous subsistence in the continuous of foliage of shrubs. America abounds with stags or deer - animals having deciduous horns or antlers. Southern Africa has none, but is rich in species of antelopes ^{which have} true or permanent horns, and which no where sustain great variations of heat and cold. Its popular plants correspond apparently in character to those which the country now bears. The popular zoology appears & very peculiar and in -

321

320.
interesting, proving of ancient life. They have been in positions not greatly uncomfortable to them of similar phenomena even now. Great inland fresh water seas have abounded with new and strange types of organization, in character and office analogous to the limphibious forms occurring with profusion in similar localities of the present interior. These and representatives of the secondary formations, rest chiefly on the old Silurian and Devonian series, the upheaving of which seems to have given the continent its place and outline. Coal is found at Natal near the Mozambique Channel, but not hitherto known to be of value.

Africa still offers, and will long continue to offer, the most promising field of botanical discovery. Much surely ~~there~~ certainly ~~there~~ remains to be elicited there, but it is very dilatory in finding its way abroad. Natal is the region most likely to be redoubtably explored for some time. ~~regard~~ table ivory has been brought thence, and elastic hard, useful timber abounds. Much lumber of good and varied character is taken to Europe from the western regions of the continent. But so greatly has scientific inquiry been repelled by the deadly climate, that now the species affording it are unknown or doubtfully guessed at.

The vegetation of the south is brilliant but not greatly useful. It affords the type of that which covers the mountains - receding towards the north-east, until they reach perpetual snow near the equator. That which is of a more tropical character, stretches round their bases and through their valleys, with its profusion of palms, creepers and dye woods. These hereafter will form the commercial wealth of the country, as affording oil, india rubber, dyeing stuffs and other useful productions.

The wild ^{to} animals of Africa, belong to plains and ~~low~~ low thickets, rather than to timbered forests. There is a gradation in the

height of the head, among the larger animals
graduated, which indicates the sort of country
and of vegetation suitable to them.

The market with its "bill ^{with regard to} salt-petre" in the hands
of barbarians, is every where expelling from the
earth its bulkier creatures, so that the elephant
is disappearing and every wild beast is becoming scarce.
Tears turner the wildest nature; even the lion
is tamed where he has to face the market. The
bull ox has learnt a lesson ^{with regard to} him, for
when the king's ^{white} hoards round ^{are} ^{unlocked}
wagons sorting at night, not resting at night,
and his great or small, makes the ^{own} shake
and struggle with terror, they are quitted by the
discharge of fire arms.

When Europeans first visited the shores of Africa
they were astonished at the ^{barbarism} and abun-
dant of unchecked animal life. The shallow
bays and river lagoons were full of gigantic creatures;
seals were found in great numbers; but of all
animals they seem the most readily exterminated. The
multitudes which covered the reefs of South Africa are
nearly gone, and they seem to be no longer met
with in the northern shores of the continent. The
Manatee or Sea-Cow, ^{and the} hippopotamus, frequented
the mouths of rivers, and were killed and eaten by
the natives. They had never learned and used the
elephant, that this might have been done is in-
ferred from the use of these animals by the Cartha-
ginians. But as the Carthaginian territory was not
African in the strict sense of the term, it may
be doubted whether their species was that of central
Africa. This latter species is a larger, less intelligent
looking, and probably a more stubborn creature than
the Asiatic. The roundness of their bare heads and ^{the}
size of their ears, give them a duller and more
brutal look; the ^{magnitude} ~~size~~ of their tusks and the occur-
rence of these formidable weapons in the female
as well as in the male, are accommodated

to the necessity of conflict with the lion, and indicate a wilder nature.

Living of several species; abundance of panthers, cats, genets, and hyenas of many forms mainly constitute the carnivorous fauna, having, as being suitable to the climate, a high proportion of the hyena form or devourers of the dead. A foot of a pongo, or large ape, "as large as that of a snail, and covered with hair an inch long", astonished one of the earliest navigators. This animal, which indicates a zoological relationship to the Malayan islands, is known to approach to afford the nearest approach to the human form. The monkey structure on the east coast of Africa, tends to pass into the nocturnal or Lemurine forms of Madagascar, where the occurrence of an insular Malayan ~~language~~ tongue, language confirms the relationship indicated above.

The plains with bushy verdure, furnish the ostrich and many species of bustards, over the whole continent. Among the creatures which range far, are the Lanner Lammergeyer or bearded eagle of the Alps; and the Brown owl of Europe, extending to the extremity of the south. Among the parrots and the smaller birds, congregating species abound, forming a sort of arboreal villages, or joint-stock lodging houses. Sometimes hundreds of such dwellings are under one thatch. The entrances being below. The weaving birds suspend their bottle shaped habitations at the extremities of limber branches, where they wave in the wind. This affords security ^{from} ~~from~~ monkeys and snakes, but they retain the instinct of forming them so, when there is no danger from either ^{the} one or the other.

Reptiles abound in Africa. The Pythons (or Boas) are formidable. By the species of serpents, probably between one fourth and one fifth are poisonous. But every thing relating to them in the central regions requires to be ascertained. The Natal

Crocodile is smaller than the Egyptian but is greatly dreaded.

The following instance of its ~~recently~~ ^{occurrence} occurred to the Rev. J. A. Butler, Missionary, in crossing the ~~Umu~~ ^{area} ~~Romazi~~ in February 1883. "When about two-thirds of the way across, his horse suddenly kicked and plunged as if to disengage himself from the rider; and the next moment a crocodile seized Mr. Butler's thigh with his horrible jaws. The river at this place is about one hundred and fifty yards wide, if measured at right angles to the current; but from the place we entered to the place we go out, the distance is three times as great. The water at high tide and when the river is not so shallow, is from four to eight or ten feet deep. On each side ~~of~~ the banks are skirted with high grass and reeds. Mr. Butler, when he felt the sharp ^{teeth} ~~of~~ the crocodile, clung to the mane of his horse with a death hold. Instantly he was dragged from the saddle, and both he and the horse were floundering in the water, often dragged entirely under, and rapidly going down the stream. At first the crocodile drew them again to ~~the~~ the middle of the river; but at last the horse gained shallow water, and approached the shore. As soon as he was within reach, natives ran to his assistance, and beat off the crocodile with spears and clubs. Mr. Butler was pierced with five deep gashes, and had lost much blood."

56

African nations—Distribution of races—Africans—
 Manners & customs—Character—Disposition—
 Treatment of the dead—Regard for the spirits of the
 dead departed—Witchcraft—Enslavement—Military force—
 Warfare—Cannibalism.

326-a

When ^{did} ^{the} came the African races, and how
 did they get where they are? There are questions not
 easily answered, and are such as might have been
 met with the same hesitation, and in view of the
 some puzzling circumstances, three thousand years
 ago. On the monuments of Thebes in upper Egypt,
 of the times of Rameses III. Three varieties of ^{the} African
 form of man are distinctly portrayed. There is the
 ruling race of Egypt, red skinned and mostly
 bearded. There are captives not unlike them, but of
 a paler color, with their hair tinged blue, and there
 is the Negro, bearing his tribute of skins, live animals,
 and ivory; with the white of his face, reclining forehead,
 curly hair, and other normal characteristics of his
 type.

Provided that these representations are correct,
 and that the colors have not changed, the Egyptian
 has been greatly ~~changed~~ modified as to his tint
 of skin, whether we consider them as represented
 by the Captives, or the Belahs of that country at present.
 The former bearing clear traces of the more ancient
 form.

The population of Africa as it is at present, seems
 to be chiefly derivable from the other two races. There
 are, however, circumstances difficult to reconcile, in
 the present state of our knowledge, with any hypothesis
 as to the ~~disposition~~ dispersion of man.

South and Equatorial Africa includes tribes
 speaking dialects of two widely spread ~~languages~~ tongues. One
 of them the Zingian race or the Zambezean is prop-
 erly distinguished by the exponents to which it carries aspec-
 tion of certain signs of thought, giving to inflections
 a character different from what they exhibit.

Chapter V.

Where^{ce} came the African races, and how did they get where they are? These are questions not easily answered, and are such as might have been met with the same hesitation, and in view of the same puzzling circumstances, three thousand years ago. On the monuments of Thebes in upper Egypt, of the times of ~~the~~ ^{the} Thutmes III. Three varieties of African form of man are distinctly portrayed. There is the ruling race of Egypt, red skinned and curly haired. There are captives not unlike them, but of a paler color, with their hair tinged blue, and there is the Negro, bearing his tribute of skins, live animals, and ivory, with the white go-balls, reclining forehead, wavy hair, and other normal characteristics of his type.

Provided that these representations are correct, and that the colors have not changed, the Egyptian has been greatly ~~changed~~ ^{modified} as to his tint of skin; whether we consider them as represented by the Copts, or the Nubians of that country at present. The former bearing clear traces of the more ancient form.

The population of Africa as it is at present, seems to be chiefly derivable from the other two races, there are, however, circumstances difficult to reconcile, in the present state of our knowledge, with any hypothesis as to the ~~disposition~~ ^(no break) dispersion of man.

South and Equatorial Africa includes tribes speaking dialects of two widely spread ~~languages~~ ^{languages} tongues. One of them the Zingian ~~race~~ ^{dialect} in the Zambezi is properly distinguished by the group to which it carries repetition of certain signs of thought, giving to inflections a character different from what they exhibit

in any other language. This tongue however, being in other respects, a strong relationship to the many, but perhaps not mutually dissimilar dialects, of Southern Africa. It may be considered as the form of speech belonging to the true or most normally developed African race.

The other of these two ^{Tongues} ~~languages~~, offers also circumstances of peculiar interest. We may incidentally first, as it is found in use by the Hottentot or Bushman race of South Africa. It has been among them, regular and well constituted forms of inflection, and (^{to} distinguish it from the Nigro dialects) it has the sexual form of gender, a that which arises from the poetical or personifying view of all objects, considering them as endued with life, and dividing them into males and females. In this respect it is analogous to the Galla, the Abyssian, ~~and~~ the Leptin. May, at this distant extremity of Africa, not only is the form of gender, ~~that~~ the same with that of the people who raised the wonderful monuments of Egypt; but ~~that~~ monumental tongue has its signs ~~and~~ of gender, or the terminations indicating that relation, identical with those of the Hottentot race.

We have therefore the evidence of a race of men, striking through the other darker ones, or perhaps nearly a central line from one end of the continent to the other. The poor despised Bushman, forming in himself, with stick and grass, a lance among the tall spreading branches of a Protea, or nestling at dawn in a shallow hole amid ~~and~~ the warm sand of the desert with his wife and little ones like a covey of birds, sheltered by some ragged sheepskins from the dews of the clear sky, has an ancestral and mental relationship to the builder of the pyramids, and ^{the} ~~these~~ colossal temples of Egypt, and the artists who adorned them. He ^{looks} ~~looks~~ on nature with a like eye, and stereotypes in his language the same conclusions derived from it. He has in his hands,

simple external thing, as they did, according to that form which in our more logical tongues we name poetical metaphor. The term "Females" is to him a female, the productive mother of all organic life, and words as *Hein-esp.* *gar-esp.* are endowed with masculine activity and strength. To this scattered family of man, which might properly be called the Ethiopic race, as distinguished from the negro, may properly be ascribed the fierce invasions from the center, eastward and westward under the names of Galla, Giasar and other appellations, which occasionally convulsed both sides of Africa, and probably by intermixture of races, gave occasion to much of the diversity found among native tribes, in disposition, manners and language. The localities occupied by it have become insulated through the intrusion of the negro. No Southern African or the Hottentot tribes, were being swept off into an angle, and apparently in the prospect of extinction or absorption by the Gambian Slavers from the north and east. When Europeans met and rolled them away into a small corner of desert.

Egypt was evidently the artery through which population poured into the broad expanse of Africa. That the progenitors of the negro race first entered there, and that in other ^{more} followed subsequently, is one mode of disposing of the question which however only removes its difficulties a little farther back.

This supposition is unnecessary. Any number of human families living together, comprise varieties of constitution affording a source from which by the force of external circumstances the extreme variations may be ^{deduced} ~~deduced~~. If we examine critically the asperities of the oldest inhabitants of Egypt, we shall see in the form of man which they exhibit, a combination of characteristics, or a fusion of features, into varieties corresponding to the conditions of external nature in the interior regions.

27

Brown The dipalaspie, the turbulent, the defeated, and
The criminal. Would in these earliest times be thrown off
From a settled community in Egypt, to penetrate into
The southern and western regions. They would generally
die there. Many ages of such attempts might pass, be-
fore these individuals reached the marshes of the
great central plateau, whose constitutions suited that
position. Many of these menaces would die childless.
Early death to the adults and certain death to the
immature would ~~destroy~~^{sweep} families off, as the ~~strong~~
streams bounding from Northern Atlas intrude on
the desert and perish there. The many immigrants
to whom all external things were adverse would be
constantly succeeded up, so it would be for genera-
tion after generation, until the few remained;
when heat, exposure, ~~hard~~ toil, marsh vapor and
fever fever, left as an apostle and acclimated out
of new nations.

Such seems to have been the process in Africa,
by which a declension of our nature took place
from Egypt, in two directions; one through the central
plains down to the marshes of the Gabon or the
Congo rivers, where the aberrant peculiarities of the
Negro seem most developed; and the other along
the mountains, by the Nile and the Zambeze, until
the Ethiopian sunk into the Hottentot.

The sea does not deal kindly with Africa, for it wastes or guards the shores, with an almost unchangeable surf. Tides are small, and rivers not safely penetrable. The ocean offered to the Negro, nothing but a little food procured with some trouble, and much danger. Hence, ^{ocean} ~~some~~ more was unknown to them. Only in the smallest and most wretched canoes did they venture forth to catch a few fish. If ~~strangers~~ ^{strangers} sought for regions of prosperity, riches, or a powerful government, their views were directed to the interior. Benin in 1484 confessed its subordination to a great internal sovereign, who only gave responses from behind a curtain, or permitted one of his feet to be visible to his dependents, ~~his dependents~~, as a mark of grace and favor. It was European commerce in gold and slaves, need for the coveted goods and arms they brought, which ultimately gave these monarchs an interest in the sea shore.

Cruelty and oppression ~~was~~ ^{was} ~~practised~~ ^{practised} everywhere, as they still are. It is not easy for us to conceive how a living man can be mouldered to the dehumanizing submissiveness, in which a negro subject lives, so that it should be to him a satisfaction to live and die, or suffer or rejoice, just as his sovereign wills. It can be accounted for only from the prevalence and the desolating fury of war, which rendered perfect uniformity of will and movement indispensable for existence. It is not so easy to offer any ~~possible~~ ^{probable} reason for the eagerness to share in cruelty which glories in a negro's ~~destruction~~ ^{destruction}. The appalling choice acted committed rather in the moment of bloodshed which gratified the Negro, than in the studious propagation of pain. He offers in this respect a contrast to the cold denunciations of the North American red Indians. Superstition probably seemed or justified to him some of his worst practices. Human sacrifices have been common every where. ~~The~~ ^{The} ~~murder~~ ^{murder} of the victims there was no scruple at cruelty when it was convenient. The mouths of the victims were gagged by hooves, run through their cheeks, and ~~captives among the southern tribes were beaten with pellets in order to prevent resistance, or to take away their thought, as the natives expressed it, in order that they might be more easily~~ ^{driven} ~~driven~~ ^{driven} to the "hill of death," or authorized place of execution.

The Negro Arts are respectable, and would have been more so, had not disturbance and waste ^{come} into the slave trade. They create coarse narrow cloths, and dye them. ^{They} work in wood and metals. The gold chains, obtained at Whydah, of native manufacture, are well wrought. Nothing can be more correctly formed for its purpose, than the small barbed lance looking point of a Bushman's arrow. Those who shave their heads or beards, have a neat small razor, double edged, or shaped like a shovel. Arts improve from the coast towards the north east.

Their national form of a house is round with a conical roof. The pastoral people of the north have it of a beehive form, covered with mats. The material is reeds and flags. If the whole Negro nations human were swept away; there would not remain a monument on the face of their continent to tell that such a race of men had occupied it.

One curious relation to external nature seems to have prevailed throughout all Africa, consisting in ^{the} reverence, among different tribes, for certain selected objects, known ^{one of these} ~~as~~ objects, they ^{tribe} frequently deified ^{its} ~~the~~ natural appellations, and if it is ~~like~~ a living thing, they avoid killing it as food or using it as food. Crocodiles, particularly, the gigantic ~~kind~~ ^{pythons} or boas, are every where revered. Some traces of adoration ~~was~~ offered to The Sun have been met with on the West coast, but generally speaking, the superstitions of Africa are far less intellectual. These and many of their other practices, have a common characteristic, in the disappearance of all trace of their origin among the tribes observing them. To all inquiries, they have the answer ready, that their fathers did so. There is in this however, no great appearance of real antiquity, for tradition extends but a short way back.

The reliance on grigigis, or ~~grigigis~~ ^{grigigis} worn about the person, belongs to Africa, perhaps from very ancient ages. Egypt was probably its source. A kind of literary character has been given to it by the Mohammedans, ~~and~~ ^{throughout} inland central Africa, sentences written on scraps of paper or parchment, have a ^{marketable} ~~valuable~~ value. An imposter, a dandy, may gain authority and profit in this way. As we progress southward we find this superstition sinking lower and lower in debasement. When these really exist, or lead themselves, with all ~~the~~ ^{the} kinds of humbug, and have a real, and hearty confidence in bones, buttons, scraps, or almost any conceivable thing, as a security against ^{any} ~~conceivable~~ ^{evil} thing. The Kroomen even, with their ^{own} names, of Jack Simba head man, and flying lib, bottle of beer, Pea Temp, Don fellows, Pierce well, and they taken on board the "Peng" in Moravia, were found next and then with their charms by sharks, tigers, and ~~elephants~~ ^{panthers} with small shells, on their ankles and wrists. Although most of these people, from contact with the Europeans, have seen the folly of this practice and disclaimed, with their charms, the Africans also have stationary fetiches, consisting in sacred places, and sacred things. They have practices

to inspire terror, or gain reverence, in respect to which it is somewhat difficult to decide whether the actors in them are impostors or sincere. Idols in the form of men, rude and frightful enough are ~~found~~ ^{found} among these peoples. but it cannot be said, ^{that} idolatry of this kind prevails extensively in the country.

In two respects they look towards the invisible. They dread a superhuman power, and they fear and worship it as being a mysterious source of evil. It is scarcely correct to call this Devilship, for this is a title of contrast, presupposing that there has been a choice of evil. The evil to the good. In preference to the good. The fact in their case, seems to be, that good in will, or good in action, are ideas foreign to their minds. Selfishness cannot be more intense or more exclusive of all kindness and generosity, or charitable affection, than it is generally found among these barbarians. The intense selfishness of such motives to action has often been found a strong obstacle to the influence of the Christian Missionary. They can worship nothing good, because they have no expectation of good from any thing powerful. They have mysterious words, or muttering, equivalent to what ~~we~~ ^{we} term incantations, which is the meaning of the Portuguese word from whence originated the term fetish.

The other reference of their intellect to invisible things consists in acknowledging the continued existence of the dead, and paying reverence to the spirits of their forefathers. This leads to great cruelty. Men of rank at their death are presumed to require attendance, and be gratified with companionship. This need therefore produces the murder of wives and slaves, to afford them suitable escort and service in the other world. Hence the strange mixture of the material and spiritual, common to men in that barbarian condition, the bodies or the blood of the slain appear to be the spirituels of these regiments. Thus also the utmost horror is felt at decapitation, or at the severing of limbs from the body after death. It is revenge as much as desire to perpetuate the remembrance of victory, which makes them eager for the skulls, and jaw bones of their enemies, so that in a royal metropolis, walls

floors

32

and floors, and thrones, and walking sticks, are every where lying with the hollow eyes of the dead. These sad, bare and whitened emblems of mortality and revenge, present a curious and startling spectacle, cresting and bestrewn the red clay walls of Kamapi, the Lushai Capital.

Such belief leads to strange practices in practice, they sympathize with the departed as subjects still to common wants, and ruled by common affections. A negro man of Lohore would show his ^{regard} for the desires of the dead, by sitting patiently to hold a spread umbrella over the head of a corpse. The dead man's mouth too was stuffed with rice and fowl, and in cold weather a fire was kept burning in the hut for the benefit of their deceased friend. They consulted his love of ornament also, for the top of his head and his face were stained red, his nose and cheeks yellow, and the lower face, with fantastic figures of copper or glass were daubed over his black body.

Singam, the Zulu chief was exceedingly fond of ornament, he used to boast that the Zulus were the only people who understood dress. Sometimes he came forward painted with all kinds of stripes and crepes, in a very, his bizarre style. ~~From~~ The people took all this grandly, saying that he was king and could do what he pleased, and they were content with his taste. It is this unreflecting character, which distinguishes us in savages. They never made it a question, whether the garments of the living, or of the corpse, had any thing unnatural.

All along the coast from the equator, ^{to the} north of the Gulf of Guinea, they did not eat without throwing a portion in the ground for those who had died. Sometimes they dug a small hole for these purposes, or they had one in the hut, and into it they poured what they thought would be acceptable. They conceived that they had visible evidence of the inviolation of the dead, in ~~standing up~~ lifting up, or carrying a corpse on their shoulders. ^{They} may not attend to the exact location of their own muscular movements, ^{on those of} of their apparatus.

There are many shocks, jolts, and struggles from the movements of their civilization. People will in some cases find different ways, when hurried together. All these unconscious movements, not unlike the "table topplings" of the present era, were taken as a presage of the will of the dead man, as to how and whether he was to be carried.

Their belief, as we have seen, influenced their life. It was earnest and heartfelt. When the King of England in 1694, heard that Smith, the chief of the English factory, was dangerously ill with fever, he sent his best man to aid in the recovery. The priest went to the sick man and solemnly announced that he came to succor him. He then marched to the white man's burial ground, with a provision of bread, oil and rice, and made a loud oration to those that slept there, "O you dead white people, you wish to have Smith among you, but our King likes him and it is not his will to let him go to be among you. Piping on to the grave of Wybeem, the founder of the factory he addressed him "Good Captain of all the whites who are here! Smith's sickness is a piece of good work. You want his company, for he is a good man, but our King does not want to lose him, and you can't have him yet." Then digging a hole near the grave, he pressed into it the articles which he had brought, and told him that if he needed these things, they he gave them with good will, but he must not expect to get Smith. The factor did ~~nothing~~ notwithstanding.

The ideas here are not very dissimilar to ^{those of} the old Greeks. It is remarkable however, that in tracing this negro race along the continent towards the south we find these notions and practices to fade away, and at last disappear. South east of the Desert, along the orange river, there is scarcely a trace of them.

The dread of both witchcraft prevails universally. In general the occurrence of disease is ascribed to this source. In the north they fear a supernatural influence. But in the south this is traced to no ~~origin~~ ^{origin} supernatural, but is conceived to be a force which ~~has~~ ^{these things} ~~are~~ ^{among} ~~these~~ ^{these} any one may see, and excise. ~~Here among these~~

The man presumed to be ^{guilty} ~~author~~ of this crime is a public enemy, (as were the butchers, ^{occasionally found} among our own men) who sold - pious and public spirit ^{and} spirited pious forefathers - a blot - a blemish in their character due to the general ignorance of the ^{age} ~~people~~, to be removed if possible, as a lingering or persistence would be annihilated. - - - - - (run on)

Even the force of European law, when introduced among them, has not saved a man under this stigma from being secretly murdered by the despotic people. It has led, not only to the enlightening influence of Christian missionaries, ^{religions} but there ~~confessions~~ are often rendered the support of tyranny of the chiefs, for the perpetuity of the accused is confiscated. Crimes bad and horrible, are exhibited as the consequence of a chief's wrath. In order to force a discovery of the means employed, and to get the witchcraft arrested, some native, who is generally sick enough to be worth plucking, is seized and tortured, until, as an old Arothar expressed it, "he dies, or the thief recovers." They extend the honor of the infliction, by calling in the aid of women like, destined in nature to devour corruption by scattering handfuls of dirt over the scorched skin and pinning flesh of their victims.

Generally among the Spanish negroes, the oldest employed to detect this crime, is to compel the accused to drink a decoction of ~~some~~ Sassa word. This may be rendered harmless, or destructive, according to the object of the Letichman. It is often his purpose to destroy, than to save, and great ~~and~~ cruelty has in almost all cases. Now friend to accompany ^{the} trial.

Plunder is the reward of the soldier in the central regions. This was increased by the sale of captives. ~~The~~ ^{the} ~~the~~ captives of both sexes were the chief's property. Thus the warriors looked to the acquisition of wives from the chief, as the recompense of successful wars. They announced this as their aim in their preparatory songs. The chief was to them therefore the source of every thing. Their whole thought responded to his movements, and sympathies with his goodness and misdeeds.

doubtless capable of enduring great fatigue. They seem to use the long Barick Musket, with as much ease as one of our Genadios does his firelock, but not of course with the same quickness, as they are not trained to any particular ~~form~~ exercise, but in receiving the word make an attack like a pack of hounds, with great swiftness. By course they would be useless against disciplined troops, if at all approaching to the same numbers. Still their appearance is more martial than the general of the ~~men~~, and if undertaking a campaign, I should prefer the female to the male soldiers of this country. ^{The position described a field review of the Amazons, which he witnessed.} Brown ~~the position~~ was conducted to a large space of broken ground, where formerly clay had been occupied in erecting three immense prickly piles of green bush. These three clumps, or piles, of a sort of thorny brier or thorn, armed with the most dangerous prickles, were placed in line occupying about four hundred yards, leaving only a narrow passage between them, sufficient merely to distinguish each clump appointed to each regiment. These piles were about seventy feet wide and eight feet high. Upon examining them, I could not persuade myself that any human being, without boots or shoes, could under any circumstances, attempt to pass over so dangerous a collection of the most efficiently armed plants I had ever seen.

The Amazons wear a blue striped serotank cotton vestment, manufactured by ~~the~~ the natives, the skirt reaches nearly to the knee and a pair of ~~homos~~ trousers falling just below the knee. The ^{cartridge} box is girded around the loins. Caps are ~~very~~ worn. ~~One picture was lately sent to the king of Ichomey some time the~~ ornamental caps for the Amazon soldiers.

The drums and trumpets soon announced the ~~offence~~ approach of ^{three or} four thousand Amazons. The ^{Amazon} soldiers (female) made their appearance at about two hundred yards from, or in front of the first pile, where they halted with shouldered arms. In a few seconds the word for attack was given, and a rush was made towards the pile with a speed beyond conception, and in less than one minute the whole body had passed over this line

men's pile, and had taken the supposed town. Each of the other piles was popped with the same rapidity at intervals of twenty minutes. "When a person is killed in battle, the skin is taken from the head and kept as a trophy of valor. I counted seven hundred scalps popped in this manner. The Captains of each corps (female) in popping, again presented themselves before His Majesty, and received the king's approval of their conduct. These heroines, however say that they are no longer women but men.

The people of Ashantee and Dahomey are considerably in advance of those on the coast. They cultivate ^{the soil} ~~the soil~~ ^{extensively}; Manufacture ~~both~~ cotton cloth, and build comparatively good houses. They have musical instruments, which if rude are loud enough. Their drums and horns add to the stolidity of their ceremonies, of such exhibitions they are very fond, and consider it a national honor if they can render them impulsive to strangers. The Dahomeans are about two degrees in the interior.

Slavery has occasionally driven some of the southern tribes to adopt the practice of cannibalism. There it has ever excited horror and disgust. Those who have practiced it are distinguished by an appellation setting them apart from other men. Among some of the central tribes it has prevailed, rather, however, in all appearance, from superstitious motives, ^{or} ~~as an~~ ^{as a} ~~expression~~ ^{exhibition} of triumphant revenge, than in the revolting form which it assumes among some of the Polynesian Islanders.

Chapter VI

Trade - Metals - Mines - Vegetable Productions
 - Gum - Oil - Cotton - Dye-stuffs.

340-2

The trade of Africa for an almost indefinite time must consist of the materials for manufactures.

The fact that old formations resting on granite undisturbed by it, form a large proportion of its geological surface, indicates that useful metals will ~~be found or~~ probably be found in abundance. In comparing it with California and Australia as to the probability of finding deposits of the more valuable metals, the circumstances of great importance must be kept in view. These countries were peopled by natives, who have no domesticated animals, and therefore were not called upon to exercise over the soil the same ingenuous inspection for herbage and water as were required from the races among the mountains and deserts of Africa, so that the chances of finding any thing were not the same.

The other circumstance is, that metals were comparatively little known to the aborigines of California of ~~California~~ and not at all to those of New Holland, so that discoveries of the sort kind would neither be sought for nor reckoned of much value when they occurred. On the other hand, metals of all ~~sorts~~ ^{kinds} have during indefinite or as been regarded as of high importance, and have been used in various ways by the African Nations. Copper and some alloys of it seem to be used for ornaments throughout the whole south ~~regions~~. There are smelted from the ores by the natives. They also manufacture their own iron. Their desires therefore, and their necessities and their arts, render it probable that no ~~such~~ deposits of metals exist, except such as require scientific skill to discover and mechanical re-

The trade of Africa for an almost indefinite time must consist of the materials for manufacturing articles.

The fact that old formations appearing on granite or distorted by it, form a large proportion of its geological surface, indicates that useful metals will ~~be found in~~ probably be found in abundance. In comparing it with California and Australia as to the probability of finding deposits of the more valuable metals, two circumstances of great importance must be kept in view. These countries were peopled by natives, who had no domesticated animals and therefore were not called upon to exercise nor the soil the same ingenuity in preparation for herbage and water as were required from the races among the mountains and deserts of Africa, so that the chances of finding any thing were not the same.

The other circumstance is, that metals were comparatively little known ~~to~~ to the aborigines of California of California and not at all to those of New Holland, so that discoveries of the most kind would neither be sought for nor reckoned of much value when they occurred. On the other hand, metals of all ^{kinds} ~~sorts~~ have during indefinite eras been regarded as of high importance, and have been used in various ways by the African Nations. Copper and some alloys of it seem to be used for ornaments throughout the whole ~~South~~ ^{regions}. These are smelted from the ores by the natives. They also manufacture their own iron. Their desires, therefore, and their necessities and their arts, render it probable that no ~~new~~ deposits of metals exist, except such as require scientific skill to discover and mechanical re-

39

ranges to procure.

Gold is not in this predicament. Wherever it occurs in abundance it has been collected by elemental waste from disintegrated rocks, and is mixed with gravel and alluvial matters in those portions where men of nomadic habits, and familiar with metal ornaments, would most readily meet and appropriate it. Some, probably a great proportion, of the gold of ancient Egypt, was got by a laborious process of grinding, on which their matched captives were employed. This would not have been the case if the metal had been found plentifully throughout the extensive regions with which they were acquainted.

An addition to the metallic riches of the world, ~~and of Africa~~ ^{from} is therefore to be looked for in the discovery of deep seated mines, if there are any, and ⁱⁿ better modes of working, ^{than} those which exist, particularly the alluvial deposits of gold along the northern shores of the gulf of Guinea and the mines of the Mozambique channel. The present export of gold from all Africa probably ^{amounts to} ~~is~~ about two millions of dollars per annum.

The vegetable articles of export are of great value. Cotton may be produced in unlimited abundance. ^{The African} ~~Egyptian~~ ^{sheeps} are already recognized as extensive and valuable articles of commerce. Indigo is used extensively by the natives. When we recollect that the ~~great~~ ^{most} trade of Bengal in this article has been carried ^{with} in the memory of men still living, and think that we possess no natural advantages beyond those of India, we may infer what a proportion of wealth might be ~~from~~ ^{be} poured rapidly over Africa by ~~peace~~ ^{peace} and good government.

Gums of various kinds, constitute a branch of trade which may be considered as only commencing. The extensive employment of India rubber, and the knowledge of Gutta Serena, are only ^a few years old. Africa gives promise of a large supply of such articles. Its carthage has already been introduced into the art. ^{It may} ~~be~~ ^(over her mate)

* Note. The Rev. J. Leighton Wilson, who was an
 American Missionary, at Cape Palmas and, at the
 Gabon river, for more than twenty years, first
 called attention to a vine, or creeper, as affording
 india rubber. It is now collected from this place
 in the Gabon district; and two or three cargoes
 have already been shipped to this country, with
 a prospect of its becoming a lucrative article
 of trade. We may look to intelligent Missionaries
 such as Mr. Wilson for receiving such benefits
 to traffic land art as well as to science and
 literature. We are glad to learn that he con-
 templates an extended work on Africa, which
 no doubt will be highly acceptable to the public.

being before the natural sources of supply found
 depend in its ^{marshy} forests, can be exhausted, be
 thick as it may, when there are indeed, as per-
 haps they soon will be, to ~~substitute~~ ^{substitute} re-
 gular cultivation, for the wild and more irregular
 modes of procuring articles ^{which are} becoming every day of
 more essential importance. Africa may take a
 great share in the means adapted to supply them.

Palm oil has become preeminently an
 object of attention. The modes of procuring it are
 very rude and wasteful. The palm nuts are
 generally left for a day or two, heaped together in
 a hole dug in the ground. They are then trodden
 by the women, till they form a greasy pulp, out
 of this the oil is rudely strained through their fin-
 gers; a water is run into the hole to float the oil,
 and it is skimmed off with their hands into a
 calabash. In Benin they employ the better mode
 of boiling it off. The oil occurs in a ^{kind} ~~part~~ of
 pulp surrounding the seed, as is the case with the
 edible part of the common date; it is evident
 that more suitable modes of procuring it may
 be put in operation practice.

What may be done in the production of
 Sugar and Coffee, no man can tell. James
 Macgregor, who has, during great part of his life,
 devoted his attention to the condition and interests
 of Africa, gave evidence before a committee of the
 British House of Peers in 1850 to the following effect:
 "There is scarcely any tropical production known
 in the world, which does not come to perfection in
 Africa. There are many productions which are
 peculiar to her soil. The dye-stuffs and dyewoods
 are superior to any which are known in any other
 quarter of the world, inasmuch as they resist both
 acids and light. Things which we know no other
 dye-stuffs from any other parts of the world can resist;
 then there is the article of sugar; ~~then there is the~~
~~article of sugar~~; that can be produced in every part
 of Africa to an unlimited extent; there is

Cotton above, above all things; cotton of a quality superior;
it is finer cotton than any description of cotton we know
of in the world. Common cotton in Africa I have
seen and had in my possession which was equal
to the finest American cotton quality of American cotton.

"Egyptian cotton is not so good as the cotton away to the north, but the cotton produced in the southern parts of Africa is peculiarly fine. Africa is a most extraordinary country. In the eastern horn of Africa, which you think to be a desolate wilderness, there is the finest country, and the finest climate I have known of none in North America equal to the climate of the country in the north eastern horn of Africa; it is a very fertile country, and on the upper regions you have all the fruits and flowers and grain of Europe growing; and in the valleys you have the finest fruits of the torrid zone. The whole country is covered with maize and ~~Indian corn~~; it is covered with flocks and herds; it produces abundance of the finest grain. Near Brazza for instance, on the river Sobbe, you can purchase as much fine wheat for a dollar as will serve a man for a year; all kinds of European grain flourish there. In ^{Brazza} ~~Enarea~~ and Thappa. The whole country is covered with ~~coffee~~ coffee; it is the original country of ^{the} coffee; you can purchase an 800 lb load (200 lbs) of coffee in the berry for about a dollar; the greater portion of the coffee that we receive from Africa is actually African ~~coffee~~ coffee, produced in that part."

Chapter VII.

European Colonies - Portuguese - Remaining
influence of the Portuguese Slave factories - and
of the Colonies - Treaties with the native chiefs -
Influence of Sierra Leone - Destruction of baronets -
Influence of England - Chiefs on the coast - Abolition
King of Dahomey.

European influence has been ~~substantially~~ ⁱⁿ this map of barbarism from various directions. The Portuguese ~~founded~~ ^{founded} cities and missions. A more extensive authority was gained by them over great and populous regions, both on the eastern and western shores, than has been attained by any other people. The title of "Lord of Guinea" was ~~granted~~ ^{fairly claimed for the King of Portugal} by the establishment of this sovereign supremacy over various native kingdoms. But Portugal wanted the light and strength of a nation ~~which~~ ^{now} righteous and intelligent policy.

The establishments on the east coast ^{now} securely keep their ground, not shrinking before the barbarian and the Arab. St. Paul de Loanda on the south west coast is shielded from its former greatness. Both regions have rich capabilities. Both regions might have extended a ~~powerful~~ ^{useful} influence, until they met and embraced in the centre, uniting these vast regions with the great movements of human progress. But they clung to the slave trade, and its curse has clung to them.

They misunderstood human nature and overlooked its high destiny. Of the Spaniards, and Portuguese concerned in slaving. Captain Deunkopf of the British Navy, says being attached to the English Squadron on the African coast, says, "They speak of the African as a brute, who is only fit to be made a slave of, and say that it is quite chimerical and absurd in us to attempt to put down the trade, or to defend men who are only born to be slaves."

Other Nations only founded slave factories. Every thing peculiar to this influence was bad. Compounded with the avarice of gold and thirst of ivory which drew the avidity of each navigator, there arose every where a ~~rapacious~~ ^{for more rapacious} traffic. But it was that of cruelly ^{with it} ~~hungry~~ ^{with it} ~~vices~~ Brandy and beer, drunkenness and war, followed as the remuneration of rapine and slaving. The gross vices of Europe added to the mischief. Legitimate trade, which might have flourished for centuries, withered, and the race, which the white man held among

44
The natives made him a source of ^{wide} corruption. Little
good could come out of the state of society in Europe
during the last century, for little good was in it. This
state of things has improved.

The three nations whose interference seems
likely to ^{have a conspicuous effect upon} ~~effect conspicuously~~ the interests of Africa in
the future are France, England, and the United States.
France will have all the Mediterranean shore and
the Caravan trade across the deserts. But this will
diminish ⁱⁿ activity and value, as the trade of the ^{other} shores
uplands, and ^{as the way} ~~across~~ from ~~the~~ to the ~~coast~~ interior, be-
comes easier. No great influence can therefore be in this
way exercised over the prosperity of ^{the} African people.

England holds the south, but the ^{natives} ~~negroes~~
around the Cape of Good Hope are greatly isolated from the
interior by deserts and climates hostile to European life. De-
mocracy has a footing there, inasmuch as the Dutch co-
lonists have retired from ~~under~~ English jurisdiction
and formed a government for themselves, of which ~~the~~
has been advantaged by England. ^{After} ~~When~~ suffering and
trial, and ^{shall} ~~persecution~~ have taught independence of thought
and patriotism; a respectable confederacy of states may
be formed in these regions.

Every effort that is just and suitable, is made
to extend English influence along the shores of negro
lands. The expenditure in endeavoring to exterminate the slave
trade is very great, and ~~there is~~ ^{there have been} great devotedness
and heroism in attempts to explore the interior. ~~By these~~
means, British (philanthropy) and British commercial
interests ~~(are promoted)~~. Both objects are ^{driving towards}
completion. But the permanently beneficial influence
of England rests on the establishment of Sierra Leone
and the extended coasting trade arising from the semi-
monthly line of English Steamers which touch there.

England has established twenty four treaties
with native kings, chiefs, or powers, for the suppression of
the slave trade; Serentien of ^{tribes} ~~tribes~~ are with chiefs
whose territories have fallen under the influence
of the Republic of Liberia and Cape Palmas. The
influence of these governments, has now replaced

1787. by a party of four hundred negroes, discharged from the Army and Navy. They were joined by twelve hundred from Nova Scotia in 1792.

In 1849 The Country around the ^{river} Sherbro ^{interfering between} Sierra Leone and Monrovia had fallen into a state of ~~being~~ ^{been} carrying on a war for about seven years, and at length ^{commenced} ~~commenced~~ plundering the Carries of the Sierra Leone people. The Acting Governor soon brought them to terms. This annoyed the Slaves at the Gallinas ^{who had been} ^{long} an annoyance to the Liberian authorities. It was the policy to keep up the excitement and strife, that they might in the mean time ^{a high trade} ~~be~~ ^{be} ~~permitted to~~ ^{be} ~~the~~ ^{be} ~~English~~ ^{be} ~~crucies~~ ^{be} ~~at length~~ ^{be} ~~blockaded~~ ^{be} ~~the~~ ^{be} ~~Gallinas~~ ^{be} ~~they~~ ^{be} ~~ascertained~~ ^{be} ~~that~~ ^{be} ~~abundance~~ ^{be} ~~of goods~~ ^{be} ~~were~~ ^{be} ~~received~~ ^{be} ~~by the enemy~~ ^{be} ~~the mystery~~ ^{be} ~~was at length~~ ^{be} ~~solved~~ ^{be} ~~by~~ ^{be} ~~discussing~~ ^{be} ~~that the slave traders~~ ^{be} ~~through~~ ^{be} ~~small creeks and lagoons~~ ^{be} ~~had received~~ ^{be} ~~what they~~ ^{be} ~~wanted~~ ^{be} ~~from Sierra Leone~~ ^{be} ~~the case~~ ^{be} ~~was referred~~ ^{be} ~~to~~ ^{be} ~~the Governor~~ ^{be} ~~to have this prevented~~ ^{be} ~~and by the Governor~~ ^{be} ~~it was referred~~ ^{be} ~~to the lawyers~~ ^{be} ~~they showed their~~ ^{be} ~~views~~ ^{be} ~~solemnly~~ ^{be} ~~over the case~~ ^{be} ~~and decided~~ ^{be} ~~that nothing~~ ^{be} ~~with~~ ^{be} ~~the~~ ^{be} ~~legislation~~ ^{be} ~~of the law~~ ^{be} ~~ruled the case~~ ^{be} ~~and therefore~~ ^{be} ~~nobody~~ ^{be} ~~could~~ ^{be} ~~interfere~~ ^{be}.

Captain Dunlop in command of the Cruisers, a good Naval Diplomatist, ready in the cause of justice ^{and humanity} to make precedents, where none could be found; informed the Sherbro Chiefs, that a treaty existed between them and his government for the suppression of the slave trade; and suggested to them the justice and the profit of seizing the goods brought from Sierra Leone. The Chiefs, had the smallest possible objections, which honest men could have, to appropriate the Slave's goods to themselves. On the principle of employing a thief in office for the moral benefit of his companions, this matter was easily settled. The goods were seized in their transit. It was also stipulated with these chiefs, that they should stop all trade and intercourse between their own people and the slave barracks. Having now no chance of sending off slaves, and no means of

47
getting any thing from Sierra Leone or elsewhere. The Slaves
established on Native territory - regarded for the present as
the main land, ~~they~~ were obliged to come to town.

Captain Beaulieu landed to receive their demands
but to spare his own men in the sickliest season of the
year, he ~~obtained~~ applied to a chief for one hundred and
fifty hands; these he obtained, and soon after three
hundred more joined him and remained for the
five ^{or} six weeks, while the affair was being settled. These
men behaved as well as disciplined ~~troops~~, or rather
better, for although among an enemy's property, there was
no drunkenness, or plunder.

An idea of ^{the extent of} the slave establishment may be had
from the fact that sixty foreigners were made pri-
soners. They hailed from everywhere, and were sent to
Sierra Leone to find passage to Brazil, Cuba and other places.

The Chiefs who had been in ~~the~~ partnership with them
found themselves ~~found themselves~~ none of the worse for
this money-making heaving up of the firm. They closed
off their national debt. In the way of trade they had
come under obligations to this establishment to the ex-
tent of seven thousand slaves, and they found them-
selves at liberty, honestly to "repudiate", or rather their
obligation ^{and} discharge of as slaves were no longer a law-
ful tender. The Chiefs however were required to set
at liberty all slaves collected but not delivered.
These amounted to about a thousand. A preparation
was here made for the extension of Liberia, and
afterwards, as will be seen, that government came
into possession of this territory ~~being~~ ~~not direct~~
~~communication with Sierra Leone~~ and thus secured
a still greater extent of coast from the intrusion of
the slavers.

Among slaves are found many of good and decent
placible manners. The master of the first prize
captured by the Perry, was particularly clever and distin-
guished, hailing from the northern of a New England State,
such men as the ~~De San Souza~~ Souza, were very
kind to sister writers, and lived in a magnifi-
cently hospitable style. But all this is like the bright

48.
green solum on a ~~great~~ deep quiet pool. Yet no one
venture to tread upon it however, for there is not
thing below to keep one from ~~stopping~~. The world can
have such tenements and tenents without losing much.
Pest English influence is extending by means of
factories and Agents all along the coast of Africa
from Cape Palmas to The Gaboon (about ~~twelve~~
twelve hundred miles) for commercial purposes
and for the suppression of the slave trade. The ~~estab-~~
lishments ~~being~~ ^{are} supported by the government. Com-
missioners ~~have~~ ^{are} proceeded from ~~these~~ ^{them} to enter into ne-
gotiations, on the subject of the slave trade, with the chiefs
of the interior, and curious results sometimes occur
from the prestige thus gained. One of the great

One of the great Ashantee chiefs came over
to The English during the war — in which Sir Charles
McCarthy was killed, and retained his independence on the
border of the two powers. Governor Sir John at Cape Coast
Castle, learnt that this chief had offered human sacrifices
at one of his "Customs". A ~~memorandum~~ ^{memorandum} in a legal form was
dispatched to him by a native soldier, along with him to appear
for trial for this offence. Agreeably to the summons he
marched to the court in great state, with surrounded by
his chiefs, and attendants. He was tried, convicted, and
heavily fined. ~~When~~ ^{He} was dismissed, with an order
to remit the money. This he immediately did, although
there was no force, except moral supremacy, to com-
pelled him to obey. There has been no ^{slavery} slave trade at
Cape Coast Castle, since the ~~slave~~ trade was abolished forty
years ago.

There are only forty British officers and soldiers in
all the line of forts, with one hundred of the West India
Regiment and about fifty native militia men. The
annual expense of the establishments being about
thirty thousand dollars. Although ~~being~~ ^{as the government has} lately purchased
for fifty thousand dollars, the British forts, the expense
will be materially increased.

The interior is improving. Captain Winnist
visited Ashantee in October 1849. He found on the route
large thriving additional villages as far as English

44

protection extended. He was received at Kuumapi with the usual display of spears, music, musketry, and war Ching. He was led for a mile and a half through a lane of heads and shoulders clustered thick on both sides. There were here and there diverging branches of a like character, as thick with heads and shoulders, and at the end of each, a Chief sitting in his Chair of State. To and fro, each Chief, a hand was waved as a salutation, until the monarch himself was reached. He rose, came forward, and with heavy lumps of gold dangling at his wrists, exhibited his agility in dancing. When this act of state ceremony had been properly done up, he offered his hand to shake, and thus completed the ^{of a reception at court} ~~first~~ etiquette. The houses, with piazzas projecting to shelter them from the sun - public rooms in front and dwelling rooms behind merely plastered and colored, were greatly admired.

The pleading ~~about~~ the slave trade was the main difficulty being and the main difficulty, ^{the nature of such negotiations} but ~~that circumstance~~ appears in its most improper aspect in the case of Dahomey.

This Chief proposes the great indebtedness to England. In consequence of some difficulty, he gave notice to "European foreigners" that he was not much accustomed to cut off white heads, but if any interfered with an agent of the English government, he would cut off their heads as readily as those of his black people. By Mendonnes incursions against his neighbor, he seizes about nine thousand victims annually. He sells about three thousand of these directly on his own account, gives the rest chiefly as pay to his troops, who sell them a duty of five dollars being on each slave exported, affords him altogether a revenue of about three hundred thousand dollars.

This was a serious matter to argue against. He stated the case strongly. "The form of my government cannot be suddenly changed, without causing such a revolution as would deprive me of my throne, and precipitate the kingdom into anarchy. I am very desirous to acquire the friendship of England." "I and

My Army are ready at all times to fight the Queen's enemies, and do any thing the English government may wish of me except to give up the Slave trade. No other trade is known to my people. Palm oil it is true is engaging the attention of some of them, but it is a slow method of making money, and brings only a very small ^{amount} of duties into my coffers. The planting of cotton and coffee has been suggested, but that is slower still. The trees have to grow and I ^{shall} probably be in my grave before I reap any benefit from them, and what to do in the mean time? Who will pay my troops in the mean time? Who will buy arms and clothes for them? Who will buy shoes for my slaves? Who will give me supplies of corn, gun powder and cloth, for my annual customs? I should my power by the observance of the time honored customs of my forefathers. I should forfeit it, and entail on myself a life full of sorrow, and a death full of misery by neglecting them. The Slave trade has been the ruling principle of my people. It is the source of their glory and wealth. Their songs celebrate their victories, and the Mother lulls the child to sleep with notes of triumph over an enemy reduced to slavery. Can I by signing such a treaty, change the sentiments of a whole people? It cannot be!"

The case was a puzzling one for this intelligent open hearted ~~savage~~ and ambitious barbarian. He had trained an army of savage heroes, and as savage heroines, thirsting for distinction and for plunder. This army follows at his feet as long as he satiates its appetite for excitement, rapine and blood. But woe to him if it turn in disappointed fury upon him. Such is military despotism, perilous to restrain and perilous to let loose. Blamed is that people who are clear of it.

There is this strange incident in ^{their matter} the case, that the English person, which sent an Ambassador to plead the case with him in this peaceful mode, was at the same time covering the sea with ships, cruisers and lining the shore with factories, and combining

their native influence to extinguish the sole source from which flowed the security and splendor of his rule. He knew this and could offer no moral objection to it, although complaining of the extent to which it reduced his authority and crippled his resources.

The urgency to which the king of Sakhmey was subjected ended at last in his girdling. England had proposed to pay him some annual sum for a time, as a partial compensation for the loss of his resources, and it may therefore be presumed that he is a dependant of the British government, and as the practices gone up by him, can scarcely in any circumstances be ~~reversed~~ suddenly reversed, his interest will retain him faithful to the engagements. It is a strange bold and perilous declaration that he should direct his disciplined army, his horse and his humane battalions, to the arts of peace. But to these he and they must henceforward look as the source of their wealth, security and greatness. ~~The Christian missionaries are watching for quiet among the Sakhmeyans to offer them the sublime philosophy and penetrating influence of the Christian religion.~~

~~They plundered uncapitulated classes returning to their homes. The authorities desired no parity. A better man perhaps a more legitimate claimant for the royal dignity was found, and after a severe fight, in which the British cruisers ^{he} narrowly ~~frankly~~ ^{was} ~~seated~~ on the throne. A new class was here given to the slave trade. Affairs seemed to be going on domestic until early in the early in the autumn of 1853, when a revolution broke out, amidst which the king died, and the country, as far as is known, remained in confusion.~~

Queen Victoria, it is said, has lately sent the king of Sakhmey two thousand ornamental caps for the Amazon soldiers.

Here insert the ^{bleeding} Captives in Carous for
sacred to the ^{original} Chapter VIII. (2)

Slavery - North Subjection of the people -
Dependence of the king on the Navetale - Exis-
tence of human skulls - Annual human sacr-
fices - Lagos. The Changes of Three centuries. 364

X Dalziel, in slave trading times, shocked the world with details in reference to Dahomey. Sumner and Barber have again presented the picture in the same hues of darkness and of blood. Iphozo is a good king as things go, and rather particularly good for an African, for whom the world has done nothing, and who therefore cannot be expected to do much for ^{us} ~~the~~. He has a threatening example before him. His elder brother is a prisoner with ^{as much} ~~power to eat and~~ ^{more to} ~~drink~~ ^{as wine} than is good for him. Caged up by a band of guards, who prevent him from doing any thing else. He has deposed and reduced to this state because his rule did not suit his subjects.

Pharaoh therefore has the office of seeing men
roll on the earth before him and scrape up
dust and over themselves; by being disposed by
profligations of his dignity and native and glory
and honor by court poets and panegirists, on state
occasions; and the office of hoping satisfied with
pay and plunder the fervorous spirit of a bloated
thirsty people; and the office of looking out for
some victim tribe whom by craft and violence
they may ruin; and the office of procuring, giving
catching and buying some scores of human
victims, whom he and his sorazers murder
at different set seasons in public.

A good share of this ^{would be} ~~has~~ effected by means of the Slave Trade. But that is gone or nearly so, and with it may go much of the activity of Saboteur public life. Things are yet however ³⁵⁴ and may long remain in a transition state.

He and his people will not suddenly lose their ^{love} ~~passion~~ for the excitement of human suffering, and it would be a danger for which it is too late he has not the moral courage, or a result for which he has not real wish to bring old national ceremonies to a ^{sudden} pause. ^{But} There are circumstances which will act with effect in producing the change which is a ^{matter} ~~circumstance~~ destined to occur at some time or other, and to be attained when it occurs only in one mode, and the sooner the process is begun the sooner it will end.

As to what it is that higher principles must banish from the world, Commander Forbes of the British Navy, ^{in 1850} the latest writer of that century who has given an account of it, tells us what he sees. He says "There is something fearful in the state of subjection in which in outward show the kings of Dahomey hold their highest officers; yet when the system is examined these pretensions are merely keeping up of ancient customs. Although the man's head in Dahomey, even the cowardest warranted for twenty ^{four} hours, still the great chief himself would find his tottering if one of these customs, ~~was~~ customs was omitted."

They were preparing for the ceremony of ~~watering~~ ^{presenting} the graves of the royal ancestors with blood, during which the king also ~~gives~~ ^{presented} some victims as a royal gift to his people. This merely means that they are knocked down in public and their heads cut off, amidst trumpeting and clamor and jostling ~~and shouting~~. "With much ceremony," he read, "two large calabashes containing the skulls of kings" conquered by the Dahomeans, "ornamented with copper, brass, coral &c. were brought in and placed in the ground. Some formed the heads of walking sticks, distaffs; while those of chiefs and ~~was~~ ^{war} ~~men~~ ^{men} ornamented queens, umbrellas, surmounted standards, and decorated doorways. They were

53
Africa and the American Flag

Africa and the American Flag

Don't tell sides in thousands.

"There was much to disgust the white man in the number of human skulls and jaw bones displayed, but can the reader imagine twelve or thirteen fortunate human beings, lashed hands and feet and tied in small canoes and baskets, draped in clean white draper, with a high red cap, carried on the heads of fellow men, these [and an alligator and a cat were the gift of the monarch to the people; prisoners of war, - "When carried round the court, they bore the gaze of their enemies with but shrinking. At the foot of the throne they halted, while the Magis presented with each into a head (branch) of corvies, extolling the munificence of the monarch, who had sent it to them to free chase a last meal, for to morrow they must die."

Again "but of the fourteen now brought on the platform, were the remnants of the serine will, murdered in varying times the lives of three. Lashed as we have described before, these sturdy men met the gaze of their persecutors, with a firmness perfectly astonishing. Not a sigh was breathed, in all my life I never saw such coolness before, so near death. The victims were held high above the heads of their bearers, and the naked sufferers thus acknowledged the munificence of their prince. "Having called their names, the nearest one was divested of his clothes; the foot of the basket placed on the parapet, when the king gave its upper part an impetus, and the victim fell as once into the pit beneath. It fell upwards of twelve feet may have stunned him, and before sense could return, his head was cut off and the body thrown to the mob, who now armed with clubs and branches, brutally mutilated it and dragged it to a disgust pit." Forbes and his companion had retired to their seats facing from the sight. Two sons of Da Souza, the notorious slaver, remained to look on.

Note insert the sentence of history
being off the coast 55

The circumstances likely to have effect in restraining these barbaries, are the value which slaves ~~which slaves~~ will now bear as the means of cultivating the ground, and raising exportable produce, to which alone the monarch and people must look, in the diminished state of the Slave Trade, to furnish means for their homes. Victims and Slaves will also be more difficult to be procured by warfare, ~~inasmuch~~ inasmuch as civilized people have more general access to the country, and will introduce a better policy, and more powerful defensive means among the people. Christianity ^{also} is adventuring there, and carrying its peaceful motives influence and nobler motives with it.

Sagoo plundered recaptured slaves returning to their homes. The authentic deserved no favor. A better man, perhaps a more legitimate claimant for the royal dignity, was found, and after a severe fight, in which the British cruisers warmly participated he was seated on the throne. A severe blow was given to the slave trade, affairs seemed to be going on smoothly until early in the autumn of 1853, when a revolution broke out amidst which the king ^{did} and the country as far as is known remains in confusion.

A 55

D 55

The present is an interesting period in the history of the world. Changes are rapid and irrevocable. Circumstances illustrative of the condition of our race, as it has been, are disappearing ~~rapidly~~ quickly. The future must trust to our philosophic observation, and faithful testimony, for its knowledge of savage life. The helplessness, and artlessness, and miserable shifts of barbarism are becoming things of the past. There is perhaps no region of the earth which is now altogether beyond the reach of civilized arts. Shells and flints and bows and clubs and bone headed spears are every where giving way to more useful or more formidable implements. Improvements in dress, and tools and furniture, will soon be universal. The history of man as he has been, requires therefore to be written now, while the evidence illustrative of it has not altogether vanished.

The changes of the last three centuries have to a very slight degree influenced the African races. An inaccessable interior, and a coast bristling with slave factories and bloody with slaving cruelties, probably account for this. The slight progress made shows the obduracy of the degradation to be removed, and the difficulty of the first steps needed for its removal. Wherever the slave trade, or its effects penetrated, there by course peace vanished, and prosperity became impossible. This evil affected not only the coast, but spread warfare to the interior. The cruelty of its inhabitants, far into the interior regions. There were tribes horridly

influenced by it, and some of these have gained
extensive, although ^{but} temporary authority, yet
no where has there been any real civilization.
It is singular that these people should have
persisted in their unalloyed barbarism for
thousands of years, and that there should
have been no native born advancement,
as in Mexico, or Peru or China, and nothing
in upon its darkness. Any glimmering of light
from the brilliant progress and high illumina-
tion of the outside world, it has been con-
sidered worthy of note, that a few years ago,
one of the Negs had contrived a cumbersome
alphabet to express the sounds of his ~~own~~ ^{native}
language; but it is merely, to an uncompara-
ble degree, more a matter of surprise,
that centuries passed away in communica-
tion with Europeans, ~~without~~ such an
attempt having been made, by any indi-
vidual, of so many millions comprising so
many generations of man.

~~For~~ The older state of Negro ^{experience} therefore
still continues. With the exception of civilized
rices, civilized beans, and some amount of
civilized luxuries, like on the African coast
or at no great distance from it, remains
^{much the same} now, as the first discoverers found it.

As it was two hundred years ago, the
food of the people consists of rice, maize
and millet; or the Asiatic, the American,
and the African native grains. A few others
of comparatively little importance might be
added to these. Many fruits, as bananas,
figs, and pumpkins compose part of their
subsistence.

Fish on the coast of all on the coast. Fish
of all kinds were used abundantly, before
European arms began to render game scarce.
Fish along the coast and beside the rivers and
interior ^{lakes} are ~~now~~ used except by some

C 55.

Natives who regard them as unclean. The
Bushmen north of Elephants bay reject no
kind of reptile. The snake's poison, is not
their weapon, and the body is eaten, &c.
The poisons used act rapidly, and do not
affect the flesh of the animal, it is deemed
without scruple and without danger, throughout
all the deserts, as in ancient times, the locust,
or large winged grasshopper, is used as an
article of food, not nutritious certainly, but
capable of sustaining life, the wings and
legs are pulled off, and the bodies are sear-
ched, in holes heated as ovens and having
the hot sand hauled over them.

In Dahomey according to Bureau, there
is some improvement in agriculture, traced
to the return from Brazil of a few who had
been trained as slaves in that empire. This
influence, and that of ideas imported from
civilized society, seem to be more prevalent in
Dahomey than elsewhere. The present sovereign
has mitigated the laws, diminished the hardest
duties, and acted with much judicious kindness
towards tribes who submitted without
resistance, that his neighbors tired of war
and confusion have willingly, in some
instances, preferred to come under his
protection.

These circumstances, together with the treaty
formed by England with the king of Dahomey
in 1852 for the suppression of the slave trade,
indicate that a new destiny is opening for
the African races. It may be but rarely
that a man of so much intelligence
gains power, and the successor of the
present king may suffer matters to decline.
But still great rivers of oil are re-
moved, and the people are acquiring a taste
for better practices. The main subsidies
have to a great extent been abolished.

and the wants of cultivation will of them
rely, render human life of higher value.
The two great States of Arkansas and Dakota,
now both open to missionary influence,
are likely to remain civilized race in the
career of improvement.

Chapter IX.

State of the coast prior to the foundation of
Liberia - Native tribes - Customs & policy - Power
of the Fologias - Kroonmen, &c. - Conflicts.

Chapter IX

The lands chosen as the site of the American colony invited attention in older times. Africa would be preferable to Europe" said the French navigator Villaut in 1667, "if it were all like Cape Monrovia". He launches out with delight on the beauty of the prospects, and the richness of the country. He says "There you find oranges, almonds, melons, pumpkins, cherries and plums" and the abundance of animals was so great that flesh was ^{gold} "for almost nothing". By the Rio Grande he remarks "The banks are adorned with trees and flowers and the plains with oranges, citrons and palms in beautiful clumps. At Rio Cestos he found a people rigidly honest who had carefully preserved the effects of a deceased trader, until a vessel arrived to receive them.

Another Frenchman, Desmarcetics, in the succeeding century was invited by "King Peter" to form an establishment on the large island of Cape Mesurado, but he preferred the Cape ^{itself} on account of the advantages of its position.

The country adjoining to Mesurado, although subsequently ravaged and wasted by the Slave trade, had in early times, a national history and policy, entertaining incidents which illustrate the character of Savage Man ^{by} means of such moral arrangements as his dull apprehension or base selfish feelings. This will be apparent from circumstances in its history during that long period of its ~~existence~~ ^{history} from absolute anarchy ^{the sixteenth century} ~~and~~ ^{and} ~~the sixteenth century~~ ^{the sixteenth century}.

The country was held chiefly by divisions of a great community known by the common name of Monro. The ^{halls} ~~halls~~ and the ^{halls} ~~halls~~ were numerous, but nearly all but the Mando, or head of the Monro retained reverence and dignity, but had lost dominion.

The Subordinate tribes ranged themselves on each side according to the point they possessed, which varied with temporary circumstances. Thus the Minnoes stood in over the Kolgias. The Kolgias over the Zugas; and the Zugas over the Bulams, and Kandos.

Their fortresses were square enclosures, surrounded
 by stout palisades, driven close together, hazing four
 structures, somewhat in the form of bastions, through
 which, and under their defence, were the entrances
 to the place. Two streets in the interior, crossing each other
 in the centre, connected these entrances. They had a
 kind of ^{embrasures} ~~embrasures~~, or port holes, in those wooden walls,
 out of which they launched their assagays, ^{or} spears, and
~~their~~ arrows.

Along the eastern bank of the Seneca, stretched the lands
of the Seneca. Harriet Monrois probably the ^{first} ~~first~~ ^{known} ~~known~~
person to our minds of the present day. The vulgar
reckoned in the newspaper had recorded the services
of a celebrated performer in that line, whose policy
in the case saved her greatly of earthly wisdom. He
recommended religious stripes as the best mode of
lessening the memory. They therefore continued to give
some "old school" and "new school" controversy with
regard to the superiority of a point held in reverence
by the Princes.

It was a matter of Woe on the day, that into
this pond, the great Ancestor and author of their race
had descended from Heaven, and there first made
his appearance as a man. Hence it was ^{the faith of} their es-
tablished Church ~~firmly~~ to make offerings at the pond
in favor of ~~the~~ fish that dwelt there.

Now it was also an old, and well-to-be respected
 fact among them, that no fish should be boiled
 with the scales on. And their career of victory, the
 audacious and criminal fact was one day discov-
 ered, that into the sacred pond, the pious abject of
 tolerance to an enlightened and religious people
 there had been thrown a quantity of fish boiled in
 the mode, which indicated contempt for every thing
 pious and moral, and national, as well as a

59
The ways of Amovis.

His brother and successor, Williamarige, extended the authority of the tribe, by subduing the Quilligas along the Gallinas River. ^{the son of the nation} His son, Hlangeer, extended their conquests to Sierra Leone, crushed some rebellions, and left a respectable domain, under the sway of his son Hlaarburi. Then it was that the energy, skill, and ruses of Europeans came powerfully into action among the contributions of these natives, until they rendered war a means of revenue by making men an article of merchandise for exportation.

The same language prevailed among all these tribes. The most cultivated dialect was that of the Kolgeas, who prided themselves greatly on the ~~force~~ ^{force} and the propriety and the elegance of their speech, and on the figures ~~for~~ illustrations which they threw into it. They ~~extended~~ retained their supremacy over the Quigas notwithstanding the extended dominion of the latter. This was indicated by the ^{investiture} ~~investiture~~ of the Chief of the Quigas, with the title of Tonda, by the King or Banda of the Kolgeas. The ceremony bore the character of an abasement, almost servitude, among the negro race. The Quiga aspirant having approached the Kolgia Chief, in solemn state, threw himself on the ground, remaining prostrate until the Kolgian had thrown some dust over him. He was then asked the name he chose to bear. His attendants repeated it aloud. The King of the Kolgeas pronounced it, adding the title of Banda. And the whole multitude roared and shouted it ~~aloud~~ with loud acclamations. He was invested with a horn and gourd. Mutual presents concluded the ceremony.

State and dignity of such a conquest as could be found among negroes, were strictly enforced ~~in those~~ ^{at those times among negroes} in those old times. ~~strictly enforced~~ And gradus did not enter a territory until they had received permission, and until

An officer had been sent to conduct them. There were receptions, and reviews, and stately marching, trumpeting, drumming, and singing of songs, and acclamations and flatteries.

The attendant of the Centopada prostrated themselves. He was only required to kneel, but having bent his head in reverence, he wheeled round to the people, and then the thing of his bow to its full bent, indicating that he became the king's soldier and defender. Then came his oration, which was repeated, sentence by sentence, in the mouth of the king's interpreter. The Quigas claimed the credit of best understanding the proper ceremonies of civil life. How great is the difference ^{between this population, and} ^{mirable} ~~between this population, and~~ the few, ragged slave hunters, who subsequently ravaged, rather than represent these shores.

Chapter X.

General views in the establishment of colonies—Penal colonies—Views of the people of the United States in reference to African colonies—State of Slavery at the Revolutionary war—Negroes who joined the English—Disposal of them by Great Britain—Early movements with respect to African colonies—Plan matured by Dr. Finley—Formation of the American Colonization Society.

Chapter X.

The views of Men in founding colonies have varied in different ages of the world. Although however some one indifference may have been preeminent at different times, yet ^{multitude} of motives have generally combined in leading to such undertakings. Hannibal found the municipal cities or ~~colonies~~ of Roman colonies of Italy, the ~~obsta~~ obstacles to his conquest of the Republic. It was with provident anticipation of such an effect that they were founded. Lima in Peru and other places in Brazil, and elsewhere else, where had their origin the similar aims.

Differences in political views ^{have} led to the foundation of many colonies; and superadded to this, religious considerations ^{have} had their influence in ^{the settlement of} the ^{North} ~~the~~ colonies.

In the small republics of Greece, the seditions, or the criminal, sometimes whole classes of them, whose residence was unsuitable to the general interests, were cast adrift to go where they chose, probably making a general goal delivery for the time being.

Modern efforts of the kind are upon the whole more systematic. A colony sent for settlement or for reformation is purely so. A military colony is purely military, or more generally is little, nothing else than a garrison. A colony of criminals is restricted to the criminals. In this case a new element characterizes the modern system, for the object is not merely to remove the criminal but to reform him. England has done much in this way. It is a great result, that in Australia there are now powerful communities, rich

with the highest elements of civilization, constituted to a great extent of those who otherwise, as the children of criminals, would have been born to inhumanity and depravity, to cells and stripes and brandings and gibbets, as their inheritance.

But such experiments are not capable of indefinite repetition. Space is wanting for them in the world. Nations are now called by the impetuous force of circumstances, or more properly speaking by the decree of Providence, to the nobler task of preventing rather than punishing, of saving society from the pollution of race rather than curing or expelling it.

This high effort, which is natural to the spirit of Christianity, should have accompanied it every where. A nation is responsible for its inhabitants and ought to master ~~and~~ whatever tends to crime among them, ~~and~~ ~~a well-disciplined~~ ~~man~~ ~~of~~ ~~to~~ ~~be~~ ~~the~~ ~~good~~ ~~men~~ ~~look~~ ~~not~~ ~~for~~ ~~the~~ ~~bad~~. Those whom it sends abroad should be its citizens, not its reproaches. It owes to the world that the average amount of virtue in it accompany its transferred communities; so that the world does not suffer by the transference. This must be the case when a race voluntarily placed is, on account of that voluntariness, only, transported to a locality location more suitable.

A case which is exceptional in regard to common instances, will be where the higher and better motives to colonization take precedence of all others. Such an instance is that of returning the negro ^{race} people to their own land. It is exceptional in this respect, that the transference of that race to its more suitable locality, is mainly an effort of philanthropic benevolence. Its motives however excel in degree, not in kind, the same inducements which at all times influenced colonizing measures, have had their place with more

or less force in these schemes. In deriving support
for them, it has been necessary to appeal to every
 motive and seek assistance by every inducement.

The increase of national prosperity, the
~~increase~~^{promotion} of national commerce, the relief of
national difficulties, the preservation of national
unity, have all been urged on the different
orders of men appealed to. It has been shown
how all these circumstances would influence
individual interests, while the higher Christian
and philanthropic aims to be fulfilled by these
efforts have not been overlooked. All this is
perfectly right, and is right in us, it is also
right in others. It would have been satisfactory
if ^{the} the two parties, America and England, in
respect to their measures towards African estab-
lishments, had there been more nobleness in
their discharging, less national jealousies in
all parties, less of sneering censure of national
ambition, selfishness or grasping policy, while
both parties were in fact, making appeals to
the very same principles in human nature
which, foster ~~ambition~~ national ambition, or
selfishness or grasping policy.

Although African colonization originated
with, and has been sustained wholly by indi-
viduals in the United States, England has
regarded it in the same light, with which
this country has looked upon her acquisition
of foreign territory.

There is however a high reputation in these
schemes of African colonization, although it be
but in degree. The best and noblest principles
have put prominently forward, and men of
corresponding character called forth to direct
them. They sought sympathy and aid from
the English African Association, ^{and} from the Bible
and Missionary Societies of this land. They
were truly efforts of Christians, throwing its
solid intelligence, and earnest affections

into action, for the conquest of a ^{continent} by ^{the Africans} ~~invaders~~ returning to their home, and making their conquest a work of faith and labor of love.

The slavery imported and grafted on this country, ~~where~~ by foreign political supremacy, when the country was helpless, has been subjected to a trial, never undergone by such an institution ~~any where else~~ in any other part of the world. An enemy held dominion where slavery existed, and while the freesties were called upon to fight for their own political independence, there was opportunity for the slave to revolt, or escape, if such had been his wish. Those who are not acquainted with the ties uniting the slave to his master's household, and the interest he feels in his master's welfare, would expect that when a hostile army ~~was~~ present to rescue and ~~defend~~ ~~them~~, to defend them, the whole slave population would rise with ^{eager} ~~eager~~ ^{desire} to avenge their subjection, or with eager hope to escape from it. But the historical truth is that very few indeed of the colored men of the United States, whether slaves or free, joined the English or any party in the Revolutionary War. Thus the character of the institution itself, frustrated the recorded expectation of those who forced this evil upon ~~the~~ a reluctant people. That the position and the influence of the negro in society, would for ever check republican spirit and keep the country in dependence.

The small number of colored persons who did join the English, produced no small difficulty. That small number ought, perhaps, to have been easily amalgamated somehow or other, with the vast amount of the English population. That this did not happen, and did not seem possible, is perfectly evident. Either color, or character

a picture, a something ^{else} ~~rather~~, which it is for the English people to explain, presented this. Many of them were found in the houses and dens of vice in London, without the prospect of their ever amalgamating with the Londoners, and therefore only ~~combining~~ ^{constituting} an immense nuisance and danger, by their presence there.

This condition of things, as is well known, excited the attention and sympathy of Granville Sharpe, and led to the foundation of the colony of Sierra Leone as a refuge for them.

Great Britain found herself hampered in a subsequent occasion, with the charge of a few hundreds of the maroons, or independent free negroes of Jamaica. It was known that it would not answer to intermingle them with the slave population of that island. The public good was found imperiously to require that they should be removed elsewhere. They afterwards constituted the most trustworthy portion of the population of Sierra Leone.

Similar difficulties have presented with a manifold weight in nearly in this ^{country} ~~land~~. Jefferson and other distinguished Statesmen endeavored to remedy them. ^{Marshall} Clay, Randolph, and others shared in his anxieties. A suitable location was sought after ^{for the settlement of the free negroes} ~~in the western country~~ in the ~~west~~ of the West. The Portuguese government was afterwards ^{solicited} ~~sounded~~ for the requisition of some place in ~~Africa~~ ^{with limitations}. But these schemes were comparatively valueless, for they wanted the main requisite, that Africa itself should share in the undertaking.

When Christian benevolence looked abroad upon the face of the world, to examine its condition and its wants, Africa was seen, dark, gloomy, and vast and helpless; with Egyptian darkness upon it. "Darkness that might be felt," and while Europe gazed

Africa and the American Flag

F. J. F.

and fought for ^{it} as a human cattle field, to be plun-
dered with an extent and atrocity of rapine, such as
the world ~~never saw~~ elsewhere had never beheld. ^{Africa}
therefore became the object of deep interest to the Chris-
tian philanthropy of this country, and all things
concerned to bring ~~to~~ out some great enterprise
for its benefit, and that of the African race in Amer-
ica.

In 1773 slavery was not only common in New
England, but the slave trade was extensively carried
on in Rhode Island and other northern states. Dr. Hopkins
became convinced by the injustice of the traffic, and
in conjunction with Dr. Hiles, ~~President of Yale College~~
 afterwards President of Yale College, made an
appeal to the public in behalf of some colored men
whom he was preparing for an African mission.
These men were nearly qualified for proceeding to
Africa, where the revolutionary war ~~had~~ frustrated the scheme,
which, in its character was more ^{principally} than colonial.

Paul Cuffey, a colored man born in New Bedford,
Massachusetts, who had risen to the possession of con-
siderable wealth and commanded a vessel of his
own, induced about forty colored people to embark
in his vessel to Sierra Leone; where they had every
facility for a settlement afforded them.

Dr. Thornton of Washington, in 1783 suggested the
practical course of establishing a colony in Africa,
and obtained in some of the New England States,
the consent of a number of colored persons to accom-
pany him to that coast of ~~Africa~~. This project failed
for want of pecuniary aid. No better success attended an application
of Mr. Jefferson, as Secretary of State, directed to the Sierra Leone Company.

The State of Virginia, in Legislative Session, 1800-1805
and 1816, discussed the subject of colonization and con-
tributed greatly to prepare the public mind for
subsequent ^{action} on the subject.

The Rev. Dr. Finley of New Jersey, matured in
the purpose ^{the purpose} and proceeded to Washington
where after consultation with a few friends, a meeting
was called ^{on the 25th of December 1816.}
[109] Henry Clay, President, Andrew Jackson, William
St. Paul, and others, elected three trustees.

The American Colonization Society was formed with the resolution to be free, and Christian and National. There was peace in the world. ~~There was~~ Society was awakening to a remorseful consideration of the iniquities which had been practiced on the African race in their own land, and the condition of its population in this. The gradual emancipation of slaves, as favored by Jefferson and others in the early days of the Republic, was dispersed. But the objects sought in the formation of the Colonization Society, were the removal and benefit of the free colored population, together with such slaves as might have freedom extended to them with the view of settlement in Africa. And thus the work of founding an African nation in Africa, with the republican feelings, impressions, and privileges, and with Christian truth and Christian civilization, was commenced.

Chapter XI.

Foundation of the American Colony. Early agents - Mills, Burgees, Bacon & others. U.S. Schooner of war "Cyane" - Arrival at the island of Sherboro Disposal of recaptured slaves by the U.S. government - Five slaves captured - U.S. schooner "Thetis" - Sherboro partially abandoned - U.S. schooner "Albatross" - Selection and settlement of Cape Mesurado - Captain Stockton on the coast - ~~the~~ ~~mate~~ ~~Prince of Wales~~ ~~Madame Fernelius~~ - Dr. Ayres - King Peter - Agreement with the natives - Conflicts - Dr. Ayres made prisoner - King Bosterman - 373 - Completion of the purchase.

In November 1819 the Colonization Society appointed the Rev. Samuel J. Mills and Ebenezer Burgees as its agents, with directions to proceed by the way of England to the West coast of Africa, for the purpose of making inquiries and explorations, as to a suitable location for

228
a settlement they arrived in Sierra Leone in the
month of March following, and resided all the
part from thence to the island of Sherbro, lying
~~south of Sierra Leone and north of the present set-
tlement of Freetown~~
about sixty miles S. E. from Sierra Leone.

At Sherbro, the Agents found a small colony
of colored people settled by John King, a South
Carolina slave who had joined the English in the
Revolutionary war, and at its close was taken
to Nova Scotia, from whence he sailed with a
number of his countrymen to the coast of Africa.
Here he became prosperous in trade, built a church,
and was preaching to his countrymen. By King and
his ^{people} countrymen the Agents were kindly received. He
expressed the opinion that the greater part of the people
of color ~~would~~ in the United States would ultimately
return to Africa. Africa, said King, "is the land of
black men, and to Africa they must and will come."

After the Agents had fulfilled their duties, they
sailed for the United States. Mr. Mulls died on the pas-
sage. In a public discourse by the Rev. Dr. Leonard
Baum of New Haven, Mr. Mulls is thus alluded to
"He stood on his brands of mercy from ^{city to city} ~~city to city~~,
pleading men with the patriot for a liberty giving up to an
immunity of honor, and men with the Christian for a loved
living in richness. He explored in person the devastations
of the West, and in person he stirred up to enterprise and
to effort the Churches of the East. He lived for India and
Hawaii, and died in the service of Africa." Mr. King
gave a satisfactory report of his mission, that the Society
was encouraged to proceed in its enterprise.

The political friends of Colonization, being desirous
of affording aid to the incipient efforts of the Society, accom-
plished their object through Mr. H. Crauford one of the
Vice Presidents, who proposed to the government that all
captured slaves should be sent in charge of an Agent
to the Colonies in Africa. He called the attention of the
government to a number of slaves who had been seized
in the State of Georgia subsequently to the law of Congress
in 1807 - prohibiting the slave trade. These slaves were

to have been sold in payment of expenses incurred in consequence of their seizure and detention by the State Authorities. The Colonization Society prepared to take them in charge and restore them to Africa, provided the government should furnish an agent for the purpose.

Agreeably to the wishes of the Colonization Society, and to guard against an occurrence of a character similar to that in Georgia, Congress passed an act on the 3^d of March 1819, by which the President of the United States was authorized to restore, to their own country, any Africans captured from American or foreign vessels, attempting to introduce them into the United States in violation of laws, and to provide, by the establishment of a suitable agency, on the African coast, for their reception, subsistence and comfort, until they could return to their relatives, or derive support from their own exertions. Thus the government became indirectly connected with the Society.

It was determined to make the site of the government agency on the coast of Africa, that of the Colonial Agency also, and to incorporate into the settlement all the blacks delivered by the men of war to the government agent, as soon as the requisite arrangements should be completed.

The Holland Steamship Bureau, received the appointment of both government and colonial agents, having associated with him, John P. Banks and Dr. Samuel Crozer. This Society's agents, and with eighty emigrants, sailed on the 6th of February 1820, for the coast of Africa, the U. S. Schooner of War Exeter, also bound to the coast under orders from the government, accompanied the emigrant ship, but parted company after being a few days at sea. The vessels met off Sierra Leone, where they proceeded to the island of Sherbro, about ^{eighty} miles ^{off} the E. of Sierra Leone of thirty miles in length, having an alluvial soil, covered with luxuriant vegetable growth and rising but a few feet above the sea.

The confidence of the new agents in Kizell was greatly impaired by finding that he had given impressions of the place where he resided which were much too favorable. The ~~fact~~ made its appearance among the people, who were con-

70.
in their complaints of every thing, and their conduct
was any thing but commendable. Many were debilitated
in petty thefts, falsehoods and mischiefs of a disgraceful
nature. About twenty or twenty five of the emigrants
died. The remainder survived the ^{ultimately} ~~disaster~~ fever
and in a few weeks regained their health. Mr. Bacon
himself ~~he~~ fell a victim to it, but to the last
his confidence in the ultimate success of African
colonization was unabated. He remarked that he had
seen none of the native Africans landed together in
America, who the past year, was as sickly as these.
And regarding himself, said "I came here to die
and any thing better than death is better than I
expected." Lieutenant Townsend, one of the Officers of
the Cyane, also died ^{of the fever}. After this disastrous attempt
at forming a settlement, Sherbro was partially
abandoned and some of the emigrants were re-
moved to Sierra Leone.

W. W. Had tried Councils presented. The cause of Colo-
nization would have been no longer presented. But
the Society determined to persevere, trusting that expe-
rience and the choice of a more salutary situation
would guard against a repetition of these disasters.

The U. S. Ships of War, ^{Cyane} Johnstons, and John
Adams, ~~Captains~~ ^{commanded} in cruising off the coast,
captured five slaves which were sent to the United
States for adjudication.

In the year following, Messrs. Wain and Bacon (brother
of the deceased Agent on the part of the government),
and Messrs. Andrews and Willbarger by the Society,
were appointed Agents, and proceeded to Sierra Leone
with forty effective emigrants to recruit the party
left in the preceding year. In a personal
interview with Mr. Willbarger and from some
notes communicated by him, the Author has derived much
interesting and reliable information relating to the colony
during his Agency, extending to the purchase and
settlement of Liberia.

The Island of Sherbro was wholly abandoned and
the remaining emigrants removed to Sierra Leone.

In the year 1822 Dr Ayres was appointed colonial physician and agent, and with ~~him~~ ^{him} ~~Dr~~ ^{Dr} ~~Walter B. Dwyer~~ ^{Walter B. Dwyer} were the well known ~~commander~~ ^{commander} in chief of the ~~Spanish~~ ^{Spanish} Squadron, provided in the U.S. Schooner ~~Shark~~ ^{Shark} to Sierra Leone. Soon afterwards ~~Dr~~ ^{Dr} ~~Walter B. Dwyer~~ ^{Walter B. Dwyer} ~~was~~ ^{was} the U.S. Schooner ~~Aligator~~ ^{Aligator} arrived with orders from the government to ~~cooperate~~ ^{cooperate} with the Agents of the Society at Sierra Leone. ^{Captain} ~~Dr~~ ^{Dr} ~~Walter B. Dwyer~~ ^{Walter B. Dwyer} ~~was~~ ^{was} ~~commander~~ ^{commander} with Dr Ayres and seven of the emigrants, provided on a cruise of exploration down the coast, and on the 12th of December anchored off Cape Mesurado in Lat 6° 19' N. and Long. 10° 48' West.

"That is the spot we ought to have" said Captain Stockton pointing to the high bluff of the Cape, "that should be the ^{site} place of our Colony. No finer spot on the Coast." "And we must have it" added Dr Ayres, ~~with saying~~ ^{with saying} ~~energy~~ ^{energy}.

They landed without arms to prove their peaceful intentions, and sent an express to King Peter for negotiation. The natives collected in large bodies, until the Captain and Agent were surrounded without the means of defense, except a demijohn of whiskey and some tobacco, which convinced the natives that no hostility was their intention.

King Peter at length appeared and a long palaver took place, when the Agent informed him that their object was to purchase the Cape and ~~the~~ ^{the} ~~islands~~ ^{islands} at the mouth of the river. He strongly objected to parting with the Cape, saying "If any white man settle there King Peter would die, and his woman by a plenty." The Agents represented to him the great advantages in trade, which the proposed settlement would afford to his people. After receiving a vague promise from the King that he would let them have the land, the palaver broke up.

On the 14th instant the palaver was renewed at the residence of the King, ~~which~~ ^{where} ~~and~~ ^{measure} ~~the~~ ^{the} ~~last~~ ^{last} ~~visit~~ ^{visit}, Captain Stockton and the Agent had determined to ~~proceed~~ ^{proceed}. The first word the King said was "What

you want that land for." This was again explained to him. One of the men present accused them of taking away the King of Bopas, son and killing him, another of being those who had quarreled with the Sherbro people. A Simlatto fellow also presented himself to Captain Stockton and charged him with the capture of a slave Zepel in which he had served as a seaman. The prospects now looked very gloomy as there were ~~two~~ ^{two} ~~men~~ ^{men} in the midst of a nationasperated against them. But by mixing a little flattery with threatening, Captain ^{Stockton} regained his advantage in the discussion. He explained his ^{communication} with the circumstances and complimented of their constant vacillation of purpose in reference to the land. The old king was at length pacified, and promised to call some more kings, and have a meeting the following day for the purpose of ^{ceding} the lands.

Several parleys of a more ^{amicable} ~~peaceful~~ nature were afterwards held and the king, at last consented to cede a tract of land, receiving as a compensation goods, to the value of about three hundred dollars. The deed bears on it the ^{marks for} signatures of King Peter, King George, King Zoda, King Long Ato, King Governor, King Jimmy, and ^{the signatures of} Captain Robert H. Stockton and Eli Ayres, M. D.

The tract ceded included Cape Mercurado and the lands forming nearly a peninsula between the Mercurado and Senk rivers, about thirty six miles along the sea shore with an average breadth of about five miles.

Captain Stockton then left the coast with the Allegator, placing Lieutenant Hunt in command of a schooner, who, with O'Byrne and the men, proceeded to Fleira Leone and brought from thence all the working men to Cape Mercurado. They disembarked on the smaller of the two islands, amidst the ^{men} ~~men~~ of the natives.

It was ascertained on their arrival that King Peter had been denounced by many of the kings for having sold the land to a people, who should interfere with their slave trade and were hostile to their old customs. The king was threatened with the loss of his head, and it was decreed that the new people

behalf of the slave prize greatly expanded the natives; not merely from the loss of their men and the hope, but from the apprehension that their most valued privileges were about ~~being~~ being invaded; and especially that the slave trade on which they depended for their gains and supplies, would be destroyed.

The natives therefore determined forthwith to exterminate the colony while in its feeble and ^{defended} state.

In the mean time, ^{D. Ayres having returned from} the colonists ~~were~~ ^{was} disposed to the island, and as the stores had become nearly exhausted, and the rainy season ^{was} about setting in; superadded to the vindictive feelings of the natives towards the people, ~~dependent by the assistance received in behalf of the English slave prize~~; The Agent, D. Ayres, proposed to reembark for Sierra Leone and abandon the new settlement. Mr. Willhagen strenuously opposed the Agent's proposal, and after ascertaining that the colonists were disposed to remain at Monrovia, D. Ayres cheerfully assented.

D. Ayres was invited by several chiefs to a conference, and as soon as they had heard his report made him a promise, ~~determining~~ ^{that} he should be rewarded.

The kings then adopted the deceitful policy of pretending to be conciliated, and inveigled D. Ayres into their power. He became their prisoner, and in that condition appeared to consent to take back the portion of goods which had been ^{received} ~~appropriated~~ towards the payment of the land, but traded their pre-emptory order for the immediate removal of the people by threatening its utter impossibility on account of the want of a vessel for the purpose. They finally gave permission that they might remain, ^{provided} he should have made arrangements to leave the country.

In this dilemma, Boi-Caiä, a friendly king, at the suggestion of D. Ayres, appealed to King Boatswain.

* Note. "Boatswain" ^{was} a native of Sherbro. In his youth he served in some menial capacity on board of an English merchant vessel, where

he acquired the name which he still
retains. His personal qualifications are more
of the most commanding description.
To a stature approaching seven feet in
height, perfectly erect, muscular,
and finely proportioned, countenance noble
intelligent and full of animation, he
united great comprehension and activity
of mind, and what ^{was} still more inspiring,
a savage loftiness and even grandeur of
sentiment - forming altogether an assemblage
of qualities, obviously disproportionate to the
actual sphere of his ambition. The ~~was~~ pride
of every thing except the means of increasing
the terror of his name. "Give me a billhook"
said he to an Agent of the Society, "that
to be introduced at Boatsman's present
but for your breakfast." To his friend
Bà Caiā, he once sent. "King Boatsman
is your friend: he therefore advises you to
lose not a moment in providing your-
self plenty of powder and ball, or, in
three days, (the least possible time to
make the journey) let me see my
fugitive woman again."

whose power the maritime tribes well understood, and with whom he was in alliance. King Boat-
swain came down to the coast, and by a direct
assertion of his authority, ^{also} overrode the hostile kings;
— ~~he~~ sent for the Agents, and principal settlers, to
appear before him and explain the nature of their
claims and present their grievances. The respective
allegations of the parties were heard, ~~then~~ King
Boatswain decided in favor of the Colonists. He
said that the bargain had been fair on both sides,
and that he saw no grounds for rescinding the
Contract. Turning then to King Peter he laconically
remarked ~~reminded~~, "Having sold your country,
and accepted payment you must take the
consequences." "Let the Americans have their lands
immediately. Whoever is not satisfied with my
decision let him tell me so." Then turning to the
Agents "I promise you protection. If these people give
you further disturbance, send for me, and I swear
if they oblige me to come again to quiet them,
I will do it by taking their heads from their
shoulders, as I did old King George on my
last visit to the Coast, to settle disputes."

In this ^{decision} ~~opinion~~ both parties acquiesced, what
ever their opinion might ^{have been} as to its equity. The
settlers immediately resumed their labors on the
grounds near the Cape.

The Sey tribe (King Peter,) said that a dangerous
enemy had been introduced among them. King
Peter, with whom we must have sympathy, was
impeached, and brought to trial on a charge of
~~him~~ having betrayed the interests of his people
and sold part of the country to strangers. The accu-
sation was proven, and for a time, there was
reason to believe that he would ~~have been~~ be-
executed for treason.

Soon after King Boatswain had returned to his
country, the Colony was again threatened. The Agent
called another Council of King, and after some
opposition to his claim for the disputed territory,

The whole Assembly amounting to seven hundred things, and thirty four half things. Appointed to the settlement and on the 28th of April 1822, ^{formal papers} ~~the~~ ^{was} taken off Cape Moreau.

S^r Ayres and M^r Vailhagen now returned to the United States. The former to urge the wants of the colony, and the latter from ill health. Before they ~~left~~ ^{left} ^{Elijah Johnson of New York} ^{one of the colonists} who had on ^{various} occasions distinguished himself. Elijah Johnson of New York, was appointed to superintend the colony during their absence.

Chapter XII

The Acting Agent of the colony judiciously managed its affairs until the arrival of M^r Ashmun and his wife, with thirty seven emigrants, part of whom were recaptured slaves who had been delivered over to the Colonization Society by the Marshal of Georgia under the act of Congress already noticed. M^r Ashmun held the appointments of government and ^{Society's} ~~Colonization~~ agent. He took a comprehensive view of the colony. The entire population did not exceed one hundred and thirty, of whom, thirty only were capable of bearing arms. The settlement had no adequate means of defence. He found no documents defining the limits of the purchased territory, explaining the state of the negotiations with the Natives, or throwing light on the duties of the Agency.

It was soon perceived, that the means, as well as the organization of defence, were ~~wanting~~ ^{to be originated}, while the materials and artificers for such purposes were wanting. One brass field piece and five indifferant iron guns, and a number of muskets ill supplied with ammunition, comprised all the means for defence. These were brought from the Island and mounted, and such fortifications as the ability and resources of the Agent could

Chapter ~~X~~ XII.

Ahman - Necessity of defense - Fortifications -
 Ahman - Arrival of Major Lang - Condition of the
 colonists - Sloops of War "Cyane" and "John Adams" -
 King Rottewill is a slave - Misconduct of the
 immigrants - Disinterestedness of Ahman - U.S.
 schooner "Porpoise" - Captain Minner - Rev. R. R. Curley -
 Purchase of territory on the St. Paul's river - Attack
 on Madenton - Praries - U.S. schooner "Hawk" - Slop-
 of-war "Ontario" - Death of Ahman - Character by
 Rev. Dr. Bacon.

77.
Construct were erected. Public stores and more comfortable houses were also raised.

The settlement, except in the side towards the river, was closely surrounded with the heavy forest. This gave an enemy an important advantage. The land around was consequently cleared up with all possible despatch.

Mr. Ashmun experienced an attack of fever. On the following day his wife was seized and soon afterwards died. She thus closed a life of exemplary faith and devotedness.

It has been observed that the dread of provoking King Beatanaim's resentments, led the hostile kings to assume a show of friendship. But the disguise could not conceal their intentions. The Chief attributed the departure of the Agents to a want of spirit and dread of their power. The arrival of Mr. Ashmun had changed the opinion of their purpose of a general attack on the colony. But when the boats sailed early in October, which had brought out the Agents and consignments, a Council of King determined upon instant hostilities. King George abandoned his throne early in September leaving the Cape in possession of the colonists. This had been regarded by the Natives as the first step of the colonial movement. They left alone for a few years. They would master the whole country. The Natives refused throughout the invitation to receive any pacific proposition from the colony.

On the 7th of November, Mr. Ashmun, although still suffering from the effects of fever, examined and organized the defenses. Pickets were posted during the night and every preparation made for a vigorous defense. On the 11th, the attack was commenced by a force of eight hundred warriors. The Picket, contrary to orders, had left their station in advance of the weakest point of defense. The Native force, already in motion, followed close in the rear of the pickets and as soon as the latter had joined the detachment of men stationed at the gun, the enemy presenting a front, opened their fire and rushed forward to seize

80

settlements and render it aid. Dr. Dix The Surgeon of
the Lygae. a ~~man~~ ^{man} and ~~officer~~ ^{friend} of the colony,
died of the fever, upon ~~the~~ ^{her} leaving the coast.
Richard Reaton the Captain's Clerk volunteered to re-
main as an Assistant to Mr. Ashmun. In the course of
two or three months he fell a victim to the fever, and
his death was soon followed by that of Linton and Barker
of the Augusta. On the homeward bound passage of the
Lygae forty of the crew died, from the effects of the
African ^{climate}, ~~the~~ ^{those of the climate of the West Indies,} ~~where~~ ^{to} ~~they~~ ^{they} ~~had~~ ^{they} ~~been~~ ^{they} ~~living~~ ^{they} ~~previously~~ ^{they} ~~to~~ ^{they} ~~proceeding~~ ^{they}
to the African coast.

~~At this point~~ The slave trade had received
no effectual check. Henry Boatman, although one of
the best friends of the colony, ~~perished~~ ^{perished} in the ~~course~~ ^{course} of
the vessel for which it had been established, and at
this time committed an act of great atrocity in ma-
king an attack, at night, upon an ~~unarmed~~ ^{unarmed} tribe,
murdering all the adults and infants and seizing
upon the boys and girls, in order to fulfil his en-
gagements with a ~~slave~~ ^{slave}.

In the month of May, Dr. Ayres brought ~~to the colony~~ ^{to the colony}
a reinforcement of sixty emigrants. He announced
his appointment as the Government and Colonial
Agent. Mr. Ashmun was at the same time infor-
med that a bill, drawn by him to defray expenses
for the emigrants of the colony, had been ~~rejected~~ ^{rejected}, and
that the Board of Directors of the Society had withdrawn
from him all authority, except as Ambassador. ~~Very~~
soon after this, Dr. Ayres, ^{was obliged} on account of ill health,
again to leave the colony for the United States. Had Mr.
Ashmun acted under the impressions of indignation,
naturally flowing from such treatment, the colony
would have been nearly extinguished, but he was
of nobler spirit than to yield to any such motive,
and therefore resolved to remain in this helpless and
disorganised community. Sending hence at the
same time to the Board, a proposal that he should
receive from them less than one third the remun-
eration which a man of ordinary diligence might in his

position gain by traffickers. This proposal he had made
part the most honorable sense of duty, in order, in
fact, that the people for whom he had done and
suffered so much, should not suffer pain. And
yet ^{he} had the mortification to learn afterwards, that
the Director, influenced by Mandarin reports to the
detriment of his character, had refused to sanction
this proposal.

At this period 42 members, even of the principal colonists, became disappointed in consequence of the regulations of the Board requiring that any emigrant who received rations from the public store, should contribute the days labor in a week on the public works. About twelve of the colonists, not only refused work and threw off all restraints, but exerted their influence to induce others to follow their example. Soon after this occurrence Mr. Ackerman published the following notice.

"There are in the colony more than a dozen healthy persons, who will receive no more provisions out of the public store until they eat them. On the 19th of December ~~the agents~~ ^{the agents} directed the station of the offending party to be stopped. ~~This~~ ^{This} led to a riotous assembly at the Agents house, which endeavored to communicate to drive him from his purpose, but finding him inflexible, they then proceeded to the public store where the Commissary was issuing rations to the colonists, and each one seized a portion of the provisions, and returned to their respective homes.

The same day, Mr. Ashmun directed a circular to ^{the people} ~~the chiefs~~, in which he so strongly appealed to their patriotism and conscience ^{in such} ~~that~~ induced the disaffected to return to their duty. ~~and~~ The leader of the rebellion acknowledged his error and by his subsequent good conduct fully redeemed his character.

A faithful history of the colony would present
 as internal, a ^{dark} ~~deep~~ shady as well as a sunny side.
 The friends of the cause are prone to exaggerate its
 misapp. while its enemies regard the colored race
 judging them in their condition when in contact with
 both the whites, to be incapable of ^{developing} ~~representing~~ the

82
Mind and character, which, under their own inde-
pendent government, is now manifested.

Early in February 1824, a Relief arrived after a short passage
with one hundred and five emigrants in good condition.

Mr. Ashmun had heard nothing from the Board
for some time after the departure of D. Agre, and
finding his health ^{beginning} to fail, and that his services
had been received with calumny instead of approbation,
he applied to be relieved from the service by the Board.
After making this application, he appointed Elijah
Johnson to act as Agent during his absence, and
proceeded to the Cape Verde Islands in the hope of re-
viving his health and finding some government
Relief at that place.

The Navy Department, on application by the
Pacific, ordered the U. S. Schooner Porpoise, Lieutenant
Commandant ~~Charles~~ Thomas, late Chief of Bureau
of Construction Equipment and Supplies, with the first
R. R. Geerly, to proceed to the Coast of Africa. These
gentlemen were appointed by the Government and
were to examine into the affairs of the colony
and the reports in circulation prejudicial to the
Agent. ~~The Rev. Dr. Alexander says of Mr. Geerly,~~
^{for this} "to extremely have time as the Secretary of the
Board that without increasing the course of
directions, we may be permitted to say he is the
most zealous and efficient friend of Colonization
in the United States." The Porpoise reached the Cape
Verde Islands soon after Mr. Ashmun's arrival there
and he then returned with the Commissioners to the
colony. As the result of communications received by the
Board from the Commissioners Messrs. Thomas and
Geerly, a resolution was passed, completely exonerating
Mr. Ashmun from the calumnious charges which
had been made against him, and expressing their
cordial approbation of his conduct.

The Commissioners, on the conclusion of their
investigation, being deeply impressed with the zeal and
ability of Mr. Ashmun left him in charge of the colony
as formerly. But previously to the reception of the

83
report of the commissioners, and of the resolution above
~~mentioned~~ noticed, that body had appointed Dr John
W. Pease already selected as the agent of the government
to be their agent also, on the 28th of April after
their acquittal of Mr Ashmun, they modified this
resolution by reappointing him Colonial Agent, re-
quitting and authorizing Dr Pease ~~already selected~~
to give assistance and support to Mr Ashmun in the
fulfilment of his duties, and to assume the charge
of these duties, in case of "the absence, inability, or death
of Mr Ashmun."

At the suggestion of ~~Mr Ashmun~~ the commis-
sioners a greater share in the government of the
colony was conferred on the people. The general
consequence of these proceedings ~~was~~ ^{consequence} was that ^{comparative} peace,
quiet, and energy prevailed.

Mr Ashmun had ~~made~~ ^{made} the important ac-
quisition of the rich tract of land ~~offered~~ ^{offered} the
location of the settlements on the St Pauls River ex-
tending westward into the interior and ^{of some}
possessed ~~in~~ fertility. The colony now seemed
to be emerging from the difficulties which often
had threatened ~~its~~ its very existence. Four day
schools, ^{in addition to the} ~~in addition to the~~ Sunday schools, were in
operation; the Cherokee had been created ^{a vigorous} ~~a vigorous~~
influence were generally persuaded the commissioners ^{the result} ~~the result~~ that
treating Peter was becoming popular; many of
the colonists pursued the climate to that of the
United States; they were living in comparative
~~health and comfort~~ ^{health and comfort}. In addition to the rich tract
to the rich. In addition to the rich tract of land
of land lying on St Pauls River, the right of occupancy
was obtained at Sandy Bottom and Grand Bay. The
adjuring tribes regarded the colonists so favorably as
to desire to come partially under their jurisdiction,
and sixty of their children were adopted as chil-
dren of the colony. A Spanish slave fasting near
Mormonia was derided and the slave ^{was} ~~was~~ captured
and freed by the colonists.

389
At Trade Town there were three slave factories,
guarded by the armed negroes, with crews of thirty

men each, besides twenty men, mostly Spaniards, well
 armed. ^{on shore} On the 9th of April, the Columbian Man of War,
 John Jacob, Captain Chase, arrived at
 Murren and offered to cooperate with Mr. Ashmun
 and Mr. Deane, for the purpose of breaking up this
 slave establishment. The offer was accepted and
 Mr. Ashmun, ~~then~~ ^{evening} accompanied by Captain
~~Cottrell~~ of the "Indian Chief" and ~~Emigrant~~ ^{Emigrant} ~~Rebel~~
 who gallantly volunteered his services, ~~and~~ with two
 companies of the Colonial Militia, embarked in
 the San Jacinto for Trade Town. There they fortuitously
 found the Columbian Man of War, Brig. "El Remedio"
 Captain Cottrell mounting twelve guns; which Rebel
 had the same afternoon captured one of the slave
 Rebels, the brigantine Teresa; Captain Cottrell
 united his forces with the others. On the following
 morning while the Rebels crossed the landing, they
 pulled for the shore through a passage of not more
 than five or six fathoms wide, lined on both sides
 with rocks, and a reef, which, at times, the boatswain
 broke previously, and endangering the boats and the
 lives of the occupants. The boat, in which were
 Mr. Ashmun and the ~~Indian Chief~~ Captain
 Cottrell, was captured in the reef and a number
 of men were thrown upon the rocks, nothing
 acquired, although Mr. Ashmun and Captain Cottrell
 was badly injured. They made a dash upon the
 enemy, which was met by a galling fire from
 the Spanish slavers. The Colonists, and their allies
 rapidly advanced upon the town, demolished their
 slight palisades, and before the enemy had time
 to rally behind their defenses, forced them to
 retreat, in great confusion, into the jungle.

As soon as the Colonists found themselves in great
 possession of the town. Mr. Ashmun demanded from
 King West the delivery of all the slaves belonging to
 the factories. The king was told that if this was not
 complied with, that not a vestige of Trade Town
 should be left. On the same day the Governor of
 King West brought in thirty or forty slaves, evidently the

84.

Africa and the
American Flag

W. L.
Rip

refuse of those which they held.

The natives, notwithstanding, collected, and in conjunction with the Shamians, continued to work out occasionally from the jungle and direct their fire upon the invaders. The Surgeon of the San Jacinto was badly wounded and several of the colonists slightly. A peaceable settlement was ^{now impossible,} ~~impossible~~, but the 12th after having ^{had been sent on board,} ~~sent on board~~ the recaptured slaves, the town was fired, and at ~~three~~ ^{half} six o'clock, all were embarked. ~~then~~ The explosion of two hundred ^{high} ~~bars~~ of powder consummated the destruction of Trade Town.

The ^{annihilation} ~~destruction~~ of Trade Town and the slave factories, was a severe blow to their traffic, which was felt as far South as the Bight of Benue. It convinced the slave traders that their commerce was unwise, inasmuch as a powerful enemy to their crimes, had gained a permanent establishment on the coast.

There is developed ^{an influence} ~~a power~~ for the suppression of the most atrocious commerce which has ever existed. The ^{known} ~~virtue~~ by no means ensures its operation with the zealous friends of colonization, that the slave trade can be suppressed on the entire ^{coast of Africa & Liberia} ~~alone~~. ^{yet it is an} ~~fact~~ established fact, that within her jurisdiction of ^{six} ~~five~~ hundred miles sea coast and thirty miles inland, ^{she} ~~Liberia~~ has effectually extirpated ~~that trade~~. ~~And~~ ^{she} ~~effectually~~ ^{effectually} ~~suppressed~~ ^{suppressed} ~~on the part of Great Britain and the~~ ^{United States in conjunction with Liberia, with} ~~citizens of each nation, co-operating by enforcing in~~ ^{company as provided in the treaty of Washington,} ~~more generally known as the Washington treaty, might~~ ^{effectually suppress that} ~~unrighteous traffic on the entire~~ ^{coast of Africa.}

At this period many piratical vessels were well armed were hovering about the coast of Africa. A brig from Portland and a schooner from Baltimore were seized, robbed of a large amount of specie, ~~and~~ ^{an American merchant vessel} ~~by a~~ ^{by a} ~~single~~ ^{single} ~~mounting~~ ^{mounting} twelve guns, manned principally by the Shamians. Scarcely an American ~~vessel~~ ^{or more} ~~merchant vessel~~ ^{had for} ~~been~~ ^{seen} on the coast as low down as 6° north.

82 86
without suffering either insult or plunder from
these depots. Mr. Ashmun then erected a battery
for the protection of depots at anchor, while he
represented to the Secretary of the Navy, the necessity
of the constant presence of a man of war on
the African coast for the protection of legal com-
merce.

Five of the most important stations, from
Cape Elment to Trade Town one hundred and
fifty miles, now belonged to the colony by purchase
or perpetual lease, and all Europeans were ex-
cluded ^{or attempted to be} from ~~all~~ possessions within their limits.
On the 18th of August Dr. Pease was compelled from
ill health to return to the United States.

The native chiefs not infrequently proposed
to the colonists to aid them in their wars, promising
as an inducement, the whole of the enemy country,
when captured, in ~~the~~ ^{the} ~~possession~~ ^{possession} of ~~the~~ ^{the} ~~land~~ ^{land} declared on
the ground that the colony was established for the
benefit and not for the destruction of their neighbors.
And ^{that} ~~their~~ ^{military} ~~means~~ ^{means} of ~~defense~~ ^{defense} were ~~needed~~ ^{needed} to the
purpose of self-defense. The kings were now favorable to
the colony and began to appropriate the benefits of legal
trade.

The U. S. Ashmun ~~Chapt.~~ ^{Chapt.} ~~Dr. Pease~~ ^{Dr. Pease} ~~and~~ ^{and} the U. S.
Ship of War ~~Bentley~~ ^{Bentley} ~~Captain~~ ^{Captain} ~~Hickson~~ ^{Hickson}, arrived on the
coast during the year 1829, and besides affording aid
to the colony, rendered good service ~~in~~ ⁱⁿ ~~towards~~ ^{towards} the sup-
pression of the slave trade. ^{reimbursement of emigrants} ~~A number of emigrants~~ ^{was received}. The school system reorganized and put
in comparatively efficient condition under the super-
intendence of the Rev. G. M. Gill a colored teacher.
The schools were all taught by colored people; the
number of scholars amounted to two hundred and
thirty seven, of whom forty five were natives. The
native children belonged to the principal men in
the adjoining country.

The Chiefs of Cape Elment, fifty two miles N. E. from
Cape Elmerado entered into stipulations with the
colonial government to establish a large factory

for legal trade between it and the interior. The land north of the river St. John's river about sixty miles south east of Cape Coruna was ceded to the colonists. In this extent of territory there were eight eligible sites, upon which comfortable settlements have been founded. Four schooners were built. The colony was mainly supported by its own industry. The life of this industry was however rather in trade and commerce than in agriculture, ^{the fact being overlooked} ~~understanding the fact~~ that men ought to seek in the latter the sources of their prosperity. Liberia has suffered ^{from the want} of steady & agricultural effort. Industry like that of our puritan fathers in New England, would with the Liberian soil and climate have presented ^{the prospect} of difficulty, and produced an unexpected abundance.

On leaving Liberia, ^{The Commander of the Antonio} ~~Captain~~ ^{the} ~~Colon~~ permitted eight of his best colored men to remain in the colony furnishing them with a valuable collection of seeds obtained in the Mediterranean and up the Archipelago. On his arrival in the United States the Captain bore testimony to the encouraging prospects of the colony and its salutary influence on the native tribes.

Mr Ashmun's health failing from exposure labors in the administration of government, ^{he} ~~he~~ was seized ^{in July 1828} ~~on the fifth of July 1828~~ with a violent fever, and having been assured by his physician that a return to the United States ~~permanently~~ afforded the only hope of his recovery. He left Africa on the twenty fifth of March 1828 and reached New Haven, where he died on the twenty fifth of August. Of Ashmun it may be said that he united the qualities of a hero and a statesman. He found the colony on the brink of extinction; he kept it in peace and prosperity. He raised a people who were unorganized and dissipated, to habits of discipline and self-reliance; and to crown his character, when death approached he met it with that unshaken hope of a blissful immortality, which the true Christian alone can experience.

The remains of this heroic martyr to the cause of African colonization repose in the cemetery at New Haven.

Chapter XIII.

Lot Carey - Dr. Randall - Establishment of the
Liberia College - War with the Sep - Ship of-war from
Albany - Deficiencies of the government - Location
of the settlers.

88
At his funeral, the Reverend Dr. Bacon, preaching
a sermon from the text "To what purpose is
this waste?" said—

"~~Who~~ ^{Who} asks to what purpose was this waste?"
"Who" asks to what purpose is this waste? He is
not dead to carefulness. His work still lives. The light
which he has kindled shall yet cheer nations unborn.
His influence shall never die. What parents
would exchange the memory of such a departed
son, for the embrace of any living one. I would that
we could stand together on the promontory of Cape
Mesurado, and see what has been accomplished
by those trials and exposures, which have cost this
man his life. Years and ages hence, when the
African Mother shall be able to sit with her
children, under the shade of her native palm,
~~without~~ trembling in fear of the man stealer
and murderer, she will speak his name with
thankfulness to God.

Chapter XIII

From the hands of Mr. Ashmun, the govern-
ment of the Colony devolved upon the Rev. L. L.
Carey, who ^{was} ~~was~~ a physician and a gentleman.
Such education as he could obtain, when a slave
terminated in his becoming a preacher. The Colony
was more indebted to him, than to any other man
except Ashmun for its ^{beneficial} ~~beneficial~~ dependence in 1822. During
the few months of Dr. Carey's administration, the affairs of
the Colony were prosperous. His death was caused by ^{an explosion} ~~the~~
explosion with that of eight others, while filling cartridges
in the old Agency house. Mr. Waring was elected to ^{supply} ~~the~~
the vacancy ^{created by Carey's death}.

The Society appointed Dr. Richard Randall as
successor to Ashmun, who accompanied by Dr. Macklin the
Colonial Surgeon, arrived in December 1828 and assumed
the supervision of the Colony. Dr. Randall possessed great
firmness of purpose and benevolence of disposition, super-
added to extensive scientific knowledge. He had been
a Surgeon in the Army, and afterwards filled the
Chair of Chemistry in Columbia College. But his death
in four months after his arrival on the coast.

deprived the Colonists of his invaluable services. The
 Agency then devolved upon Dr. McSherry.

In the following year, Dr. Anderson, appointed Colonial
 Physician and Assistant Agent, arrived with sixty
 emigrants. One emigrant ^{female} brought ninety recaptured
 slaves, she had sailed the year previous, in charge
 of a Captain, who made a direct course for Monrovia
 instead of keeping his mouth shut until striking the
 North East trade, and after being at sea ninety days
 was compelled to put back. Dr. Anderson was ^{indeed} ~~compelled~~
 from ill health to return to the United States where the
 Government devolved upon Dr. Anderson, who soon after ^{after}
 having died, and A. B. Williams, the Rice Agent. The
 temporarily filled the vacancy. ³⁹⁵ ~~Thompson~~ at this period, was

sally in want of competent teachers, which were partially
 supplied on the arrival of five Christian Missionaries
 from Switzerland, the arrival of two more emigrants
 pupils and two Missionaries from the United States
 had a perceptible influence on the colony.

The Liberia Herald, which had established the year
 previous, announced eighteen arrivals and the sailing of
 fourteen pupils in one month. In December it says, "The
 beach is lined with Liberians of all ages, from twelve
 to fifty years, larger in the pursuit of traffic, and in
 the acquisition of carpentry, and it is astonishing, what
 little time is necessary to qualify, even the youngest
 to drive as hard a bargain as any roving merchant
 from the land of steady habits, with his appointments
 of tin ware, suit bags, brooms or any dry goods. Here
 the simile ends for it is to be wished that our Liberians
 would follow their prototype in the mother country
 throughout, and be as careful in keeping as acquiring.
 The Librarian is certainly a great man, and what is
 more, by the Natives he is considered a white man.
 Though many degrees from that stand - for to be
 thought acquainted with the white man's fashion,
 and to be treated as one, are considered as marks
 of great distinction among the Baga and other Nations.
 The amount of exports had reached to the sum of eighty
³⁹⁵ nine thousand dollars.

Alfred the Eldest of his immediate Rulers. The Agency then devolved upon Dr. Muckler.

In the following year, Dr. Anderson, appointed Colonial Physician and Assistant Agent, arrived with sixty emigrants. By emigrant brought ninety recaptured slaves. She had sailed the year previous, in charge of a Captain, who made a direct course for Monrovia instead of keeping his anchorage until striking the North East trade; and after being at sea ninety days, was compelled to put back. Dr. Muckler was ^{indeed} ~~compelled~~ forced ill health to return to the United States, where he ~~soon~~ ~~more~~ ~~devolved~~ ~~upon~~ ~~Dr. Anderson~~ ~~which~~ ~~after~~ ~~some~~ ~~time~~ ~~he~~ ~~made~~ ~~his~~ ~~and~~ ~~the~~ ~~leaves~~ ~~reside~~ ~~in~~ ~~the~~ ~~country~~ ~~the~~ ~~had~~ ~~been~~ ~~about~~ ~~the~~ ~~age~~ ~~of~~ ~~the~~ ~~schools~~ ~~there~~ ~~are~~ ~~in~~ ~~a~~ ~~very~~ ~~small~~ ~~number~~ ~~at~~ ~~this~~ ~~period~~ ~~are~~ ~~scarcely~~ ~~in~~ ~~want~~ ~~of~~ ~~competent~~ ~~teachers~~ ~~which~~ ~~are~~ ~~being~~ ~~supplied~~ ~~on~~ ~~the~~ ~~arrival~~ ~~of~~ ~~five~~ ~~Christian~~ ~~missionaries~~ ~~from~~ ~~Scotland~~ ~~the~~ ~~arrival~~ ~~of~~ ~~the~~ ~~more~~ ~~emigrants~~ ~~helps~~ ~~and~~ ~~the~~ ~~missionaries~~ ~~from~~ ~~the~~ ~~United~~ ~~States~~ ~~had~~ ~~a~~ ~~perceptible~~ ~~influence~~ ~~on~~ ~~the~~ ~~colony~~.

The Liberia Herald ~~which~~ ~~has~~ ~~established~~ ~~the~~ ~~year~~ ~~previous~~ ~~announced~~ ~~eighteen~~ ~~arrivals~~ ~~and~~ ~~the~~ ~~arrival~~ ~~of~~ ~~fourteen~~ ~~helps~~ ~~in~~ ~~one~~ ~~month~~ ~~In~~ ~~December~~ ~~it~~ ~~says~~ ~~"the~~ ~~beach~~ ~~is~~ ~~lined~~ ~~with~~ ~~Liberians~~ ~~of~~ ~~all~~ ~~ages~~ ~~from~~ ~~twelve~~ ~~to~~ ~~fifty~~ ~~years~~ ~~larger~~ ~~in~~ ~~the~~ ~~pursuit~~ ~~of~~ ~~traffic~~ ~~and~~ ~~in~~ ~~the~~ ~~acquisition~~ ~~of~~ ~~commodities~~ ~~and~~ ~~it~~ ~~is~~ ~~absorbing~~ ~~what~~ ~~little~~ ~~time~~ ~~is~~ ~~necessary~~ ~~to~~ ~~qualify~~ ~~even~~ ~~the~~ ~~youngest~~ ~~to~~ ~~drive~~ ~~as~~ ~~hard~~ ~~a~~ ~~business~~ ~~as~~ ~~any~~ ~~rising~~ ~~merchant~~ ~~from~~ ~~the~~ ~~land~~ ~~of~~ ~~steady~~ ~~habits~~ ~~with~~ ~~the~~ ~~disposition~~ ~~of~~ ~~tin~~ ~~ware~~ ~~nut~~ ~~megs~~ ~~bricks~~ ~~or~~ ~~any~~ ~~dry~~ ~~goods~~ ~~Here~~ ~~the~~ ~~strife~~ ~~ends~~ ~~for~~ ~~it~~ ~~is~~ ~~to~~ ~~be~~ ~~wished~~ ~~that~~ ~~our~~ ~~Liberians~~ ~~would~~ ~~follow~~ ~~their~~ ~~prototype~~ ~~in~~ ~~the~~ ~~mother~~ ~~country~~ ~~throughout~~ ~~and~~ ~~be~~ ~~as~~ ~~careful~~ ~~in~~ ~~keeping~~ ~~as~~ ~~acquiring~~ ~~The~~ ~~Liberian~~ ~~is~~ ~~certainly~~ ~~a~~ ~~great~~ ~~man~~ ~~and~~ ~~what~~ ~~is~~ ~~more~~ ~~by~~ ~~the~~ ~~Natives~~ ~~he~~ ~~is~~ ~~considered~~ ~~a~~ ~~white~~ ~~man~~ ~~though~~ ~~many~~ ~~degrees~~ ~~from~~ ~~that~~ ~~stand~~ ~~for~~ ~~to~~ ~~be~~ ~~thought~~ ~~acquainted~~ ~~with~~ ~~the~~ ~~white~~ ~~man's~~ ~~fashions~~ ~~and~~ ~~to~~ ~~be~~ ~~treated~~ ~~as~~ ~~one~~ ~~are~~ ~~considered~~ ~~as~~ ~~marks~~ ~~of~~ ~~great~~ ~~distinction~~ ~~among~~ ~~the~~ ~~Bapa~~ ~~and~~ ~~other~~ ~~Nations~~ ~~The~~ ~~amount~~ ~~of~~ ~~exports~~ ~~had~~ ~~reached~~ ~~to~~ ~~the~~ ~~sum~~ ~~of~~ ~~eighty~~ ~~nine~~ ~~thousand~~ ~~dollars~~.

90

Piracy still continued ripe, along the coast of Africa. There was no American Squadron there on the coast, the Schooner Mercurio was captured off Cape Mount and all hands put to death. But while the native commerce was thus exposed to almost destruction, the Colony was extending its limits. The petty kings offered to come under its jurisdiction on the condition that settlers should be placed upon their lands, and schools established for the benefit of the native children.

The arrivals of emigrants became more frequent, six hundred being added to the colony during one year. There suffered comparatively little in the acclimating process.

In the year 1832 the colonists were again called to take the field against the Dey and a combination of other tribes. Several places had escaped from even the ~~best~~ and longest protection in the colony; upon which the settlements at Caldwell and ~~Wells~~ were threatened with destruction. A brisk action of half an hour ~~was~~ resulted in favor of the Lherians. This victory made an impression on the minds of the natives favorable to the future peace of the settlers. The chiefs who had been long since appeared in Monrovia and signed a treaty of peace, guaranteeing that traders ~~travellers~~ from the interior should be allowed to free passage through their territories. The Agent received a significant message from his old friend King Beahman stating that had he known the hostility of the chiefs, it would have been unnecessary for him to have marched against them.

Captain Booth of the U. S. Ship of War John Adams on his homeward bound passage from the Mediterranean, in a letter to the Secretary of the Navy, reported ~~highly~~ favorable of the condition in which he ^{found the Colony. The King, J. B. Pinney, as} found the Colony. ~~The Lherians~~ ^{and January 1834} ~~Colonel~~ ^{Colonel} ~~Agent~~ ^{Agent}, and Dr. G. P. Toddson as physician, with ~~three~~ ^{three} ~~other~~ ^{other} ~~officers~~ ^{officers}, arrived at Monrovia and were formally received by the ~~different~~ ^{different} civil and military officers and the uniform companies, ~~of the colony~~. Mr. Pinney, in entering upon the duties of his office.

found many abuses which he promptly corrected. he reorganized the lands; repaired the public buildings, satisfied the public creditors, and extinguished the jealousy between two tribes of recaptured officers by allowing each to elect its own officers. After a short and efficient administration ^{he} ~~his~~ ^{the} ~~primary~~ was compelled from ill health to retire, when the Agency devolved on D. Skinner.

The Liberia Herald in 1875, was edited by ^{Hilary} ~~George~~ ^{Seage}, a colored man, who was one of the small party first settled at Cape Mesurado. Mr. Seage filled various public offices of trust and involvement. He made an argument before the General Assembly in a divorce case in 1851, (when the Perry was in Monrovia) for beauty of diction and sound logic. Eldership Serpaphos, the Circuit ^{number} ~~4~~ of the United States. On the 9th instant the big Loring arrived from Norfolk Virginia with forty-six emigrants, thirty eight of whom are recaptured Africans, principally we believe from the Krueng and Pongos. They are a shuffling people. A number of their countrymen, and among them some acquaintances, have found their way to this settlement. They were hailed by their redeemed brethren with the most extravagant expressions of joy.

From January to September there were nine arrivals of emigrants, which produced a great sensation among the natives. Native tribes, they came to the conclusion that rice had grown well in America, and suggested to the colonists to send word for the people to plant more "a black man will share no place for set down." Dr Skirrow suffering from ill health returned to the United States and the Government despatched Mr A. D. Williams the Rice agent ^{only to be told that he was dead} and ^{and that the rice was all eaten up by the natives and the government} The Revenue from duties had disappeared to an extent which the vouchers of the disbursing officers did not explain. The editor of the Herald, after noticing the excitement at that period in the United States on the passage of the "Anti-Slavery Law," quaintly remarked that "their Treasury was also sub."

397
In the year 1854 The Mississippi Society established its new
settlement, Greenville, on the Sinoe river. There

42

were therefore at this period ⁱⁿ Liberia: Monrovia under the American Colonization Society; Bassa Cove of the New York and Pennsylvania Societies; Green-ville of the Mississippi Society; and Cape Palmas of the Maryland Society. These contained ten or twelve towns, and between four and five thousand immigrants.

Here ~~there~~ was a mass of conflicting or disconnected organizations, with separate sources of authority, and separate systems of management, without common head or common spirit. Each col-ony was isolated amid encompassing barbarism, and far more likely ^{to} ~~to~~ ^{left to} ~~fall~~ ^{back} under the power of that which surrounded it, than to establish good policy or civilization among any por-tion, ~~or fragment~~, of the savage African tribes with which they were brought in contact. ~~The wonder would have been that any of them had retained a higher character than that all should have sunk down into ordinary ill clad, ill lodged, shabby, wine selling, robbing, only differing from their neigh-bors in "stupidity" and greater stubbornness in vice.~~ This appeared so natural and so likely, that it was dismissed and believed. It was anticipated ~~that~~ that intercourse, and example, and the tempta-tion of profit, would make them ^{slaves} ~~slaves~~ and it was ^{that} they were so. This, although verbiage, was perhaps only prevented by a change; ^{the existing} ~~the~~ state of things was veritable and dangerous ~~and destructive~~ to the objects contemplated.

The ~~principles~~ ^{principles} ~~of~~ ^{of} ~~the~~ ^{the} ~~existing~~ ^{existing} state of things was veritable and dangerous ~~and destructive~~ to the objects contemplated. The ~~principles~~ ^{principles} ~~of~~ ^{of} ~~the~~ ^{the} ~~existing~~ ^{existing} state of things was veritable and dangerous ~~and destructive~~ to the objects contemplated. The ~~principles~~ ^{principles} ~~of~~ ^{of} ~~the~~ ^{the} ~~existing~~ ^{existing} state of things was veritable and dangerous ~~and destructive~~ to the objects contemplated.

The Commonwealth of Liberia.

Thomas H. Buchanan, afterwards Governor of Liberia, when it became a Commonwealth, had reached Africa ^{in 1836} as Agent of the New York and Pennsylvania Societies, and had acquired great experience in establishing and superintending, during two years, the settlement at the Kapa Country, ~~after the massacre by Joe Hassin's people.~~

He had thus time to appreciate the condition of things around him, before he was called to the prominent station which he adorned as the first Governor of the Commonwealth. It needed a keen eye to see right if any was to be ~~got~~ at all, through the entanglement of interests, vices, ~~and~~ ^{and} associations, colonies, jurisdictions of natives and foreigners, which ~~was~~ ^{then existed} ~~there to be seen.~~ It needed great tact and a strong hand to ~~get~~ ^{bring} any thing ~~into~~ ^{the} order out of such confusion.

The United States had at least three associations at work, besides that of Maryland, each ~~of~~ ^{with} its own little colony, established in such spots as chance seems to have directed. These occupied three districts of a tolerably definite character. There was the original settlement at Cape Mesurado, with a wing stretching to the north, so as to rest on the expanded ~~lagoon~~ ^{lagoon} at Cape Mesurado, and another wing dipping into the Loko river at the south. This was in a measure "the Empire State," ^{containing} ~~the~~ ^{the} the capital and several agricultural villages around it. But ~~the~~ ^{the} the Monrovia and their fellow colonists, were not on the whole much given to agricultural pursuits. They were ~~obsessed~~ ^{obsessed} at driving a trade, and liked better to compete for some gallons of palm oil, or sticks of ~~beeswax~~ ^{beeswax}, than to be ~~doing~~ ^{doing} their duty to their fields and gardens. They had besides, the politics and

The Commonwealth of Liberia. Thomas H. Buchanan. Views of different parties. Detached consideration of the colony. Necessity of Union. Establishment of a commonwealth. Use of the American Flag in the Slave Trade. Explorations, Captain Campbell. Harassment at Russia. Expedition against them. Conclusion. Calmness.

44
The military concerns of the Nation to improve
and were called ^{upon to adjust} ~~to settle~~ claims with the neighboring
settlements. ^(constituting the second district) The Kapa Core villages were settling, and
strengthening after their imitation of violence and
rapacity from the natives. ^{Since, the third district} ~~Since~~, with its fine river
and rich lands, had ruined the settlement at
Groveville. Then flourishing, these two latter bore a very
ill defined relation to the older station at Murren,
and to each other. There were in the territories claimed
by all of them, as having passed justly and ~~accountably~~
by amicable success under their jurisdiction, various
native ~~tribes~~ tribes, with their kings and half kings,
sometimes wise enough to see the advantages offered
to them, sometimes preeminently wise in having
stipulated that in return for the territory they gave
up, schools should be provided to teach them "sense"
"book". Sometimes sorely perplexed by the new state
of things, and always sorely tempted by strong habits
and ^{by} people at hand to take advantage of them.
W. W. It is to be remarked that between these three
settlements there were two intervals of sea coast, each
about one hundred miles, which were foreign in
regard to the colonies. There were also battle fields,
where ^{slaves} slaves afloat and ~~aboard~~ ashore, with the
occasional help of a pirate and the ^{colonial authority} ~~arrogance~~ of Spain and Portugal were ready to resist ^{all opposition} ~~any~~
^{even to withstand the opposition which they might encounter} ~~all opposition~~ from Britain and other sources. There were
honest traders also, that is those who were honest as
things went there, dropping their anchor ^{any} where
as they could get buyers for purchases for their wares
and goods, nor had European powers yet
made up their minds, how the colonies and their
claims were to be treated.

The necessity of action was a clear case to every
man, and Buchanan ^{prepared himself} ~~prepared himself~~ to accomplish
it. The Kapa Core people entertained sentiments
not very conciliating towards the Murrenians. The
Nipopee people of Linne might come upon sea
-beach next, and no one could imagine how
far the evil ^{would} ~~might~~ extend.

This state of things was clearly understood among the friends of the American Colonization ^{Society} and the State Society, and the committee was appointed. A Committee consisting of the names of Charles L. Allen, Samuel L. Knott, Matthew St. Clair Clark and Eliza Schottelway, met at Washington and drew up a ^{con}cession petition for the colonies. Mr. Whittling moved, ~~and the~~ ^{and the} motion was adopted "That no white man should become a landholder in Liberia, and that full rights of citizenship should be enjoyed by colored men alone. Political suffrage was extended to all ^{adult} males, and slavery was absolutely prohibited."

This constitution divided the territory into two provinces or counties, and having been acceded to and acted on by the different colonies, superseded and abolished the political relations of the separate establishments to the associations which had preceded it.

The American Colonization Society retained the right to disapprove or veto the acts of the local Legislature. This last particular, as an indication of national dependence, was the characteristic distinguishing the Commonwealth from the republic. ^{Subsequently established, in 1847.}

The emancipation of the negroes under the English government was now taking effect. The United States government were beginning to realize the expediency of keeping permanently a naval force on the west coast of Africa, and notwithstanding difficulties and apprehensions casting gloomily on the future, Governor Buchanan on landing with the new constitution, at Monrovia on the 1st of April 1853, ^{seems to have inaugurated} opened a new era for the African race.

He arrived ~~from Buchanan~~ with a full supply of guns and ammunition furnished mostly from the Navy Department, besides a large quantity of agricultural implements, and a ~~large~~ ^{quantity of} trading goods. The constitution soon was at once approved by the Monroviaans, and in ^{course of time} it was accepted by the entire three colonies.

A firm stand was taken against the slave trade, and the Governor succeeded in getting the Legislature at Monrovia and the people to back him in efforts to suppress it. His indignant appeals and strong-headed measures

had their effect in turning the attention of our govern-
ment to the use of the American flag in the slave trade
as a ^{being a protection from} ~~defence against~~ British cruisers. "See him!" The
chief obstacle to the success of the very active measures
pursued by the British Government for the suppression
of the slave trade on the coast, is the American
flag. Never was the proud banner of freedom so
~~extensively~~ extensively, and by those pirates upon
liberty and humanity, as at this season." It did
not stop at words. An American Schooner named
The Euphrates, which had been branded pirate,
former branded, and three times sent to Sierra Leone
without success and escaped condemnation on account
of her nationality, ~~was at once instantly seized~~ was brought
into Moravia by a British Cruiser, and instantly seized
by Governor Buchanan, for the purpose of sending
her to the United States for trial on suspicion of
being engaged in the slave trade. ~~It was~~

It may here be remarked, that not only this
rebel, but the ^{American} Schooner "Cutler Campbell", was also detained
and taken to Governor Buchanan, under similar cir-
cumstances. These proceedings were in direct violation
of our doctrine, as to the inviolability of American
ships by foreign interference, and ~~therefore the~~ ^{no} ~~themselves~~ had no right to authorize or connive at
English Cruisers interfering in any ^{degree} ~~spect~~ with such
ships. These circumstances, together with the report
of Governor Buchanan that "The Euphrates is
~~one of~~ ^{one of} a number of ships, whose names I have sent
forwarded as engaged in the slave trade, and ~~the~~ Amer-
ican colors, will show the extent to which the Amer-
ican flag has been used in the traffic; and to
those, who have patriotism and humanity enough
to vindicate the rights of that flag against foreign
authority, and ~~prevent~~ ^{resist} its prostitution to the slave
trade, it conclusively shows the necessity of a well
appointed permanent American Squadron
to ~~say nothing of protection to American legal~~
commerce, it ^{will} conclusively prove the necessity of a
well appointed American Squadron ~~being~~ ^{promptly}

Stationed on the West coast of Africa.
 154 The Euphrates being placed in the hands of
 Governor Bachechan, who had resolved on sending
 her to the United States for trial, was made avail-
 able in a crisis, when she proved of singular service
 as a reformed criminal against her old trade.

A Spanish Slaver had established ^{himself} a little
 Bapa, within fifty miles of the Capital. The Governor
 prohibited ~~the~~ ^{the} perdition of slaves and ordered the Span-
 ish land off. Thus he disregarded, ten Englishmen in the
 character of a legal trader sided with the Spaniard.
 The Governor, on Monday the twenty second of July, dis-
 patched a force of one hundred men ^{by land} to dislodge
 the Slavers and destroy the barracoons. The respectabil-
 ity, or rather the safety of the colony, which is the
 prime thing, in its dealings with the mass of cor-
 rupted barbarians with which it was begirt, re-
 quired summary measures. Three small schooners
 were sent down the coast with ammunition to assist
 the land force at Little Bapa. A fresh westerly wind
 however, prevented their departure from regarding their des-
 tination, leaving the land forces in a perilous predic-
 ament. Affairs looked gloomy at Monrovia as the
 schooners returned after beating in vain for sixty hours.

At this juncture, the schooner Euphrates, which
 had been seized as a slaver, was put in requisition,
 being supplied with arms and ammunition. The
 Governor himself, in three hours, ^{after the return of the vessels} was aboard, and
 the schooner sailed for the scene of action. Being a
 clipper, she ran down soon down boat along the
 coast, and anchored, before day light, off Little Bapa.
 In the morning of the fifth day after the colonial force
 had marched. A cannon was sent ashore to ascertain
 the state of things. The rapid day break showed that there
 was work to be done. For as the barracoon, standing
 in its little patch of clearance in the forest, became
 visible distinguishable, the discharge of musketry from
 without, replied to from within, showed plainly that
 a beleaguering beleaguering beleaguering and be-
 leaguered parties, whether they might be, had

48
had watched through the night, to renew their interrup-
ted strife in the morning.

It ~~was~~ ^{was} a surprise to both parties, to find a well-
known slave at hand and ready to take a part
in the fray. The governor learnt by the canoe on
its return, that the colonists had seized and were
breeding the barracoon against the slaves and the
chiefs, with the whole hue and cry of the country in
arms to help them. These naturally hailed the Eu-
phrates as an ally, and Buchanan foresaw the
certainty of a fatal mistake on the part of his peo-
ple, in case he should land and attempt to march
up the beach, with the men he had, under the fire
which, without some explanation, would be drawn
upon him from the paddlers of the barracoon.

In this emergency, an American sailor, volun-
teered to convey the necessary intelligence to the English.
In pulling off in the Governor's canoe, he ~~was~~ ^{was} ~~became~~ ^{became} the object of attention and mistake to both
parties. The besiegers rushed down to meet him with
a friendly greeting; and while Elijah Johnson sent a
party to intercept him as an enemy, the sailors bearing
~~around~~ ^{around} both parties, almost simultaneously
that they were wrong. The enemy who had seized
him were changed by the colonists. A fellow ~~was~~
grasping a knife to stab him was knocked down
by a shot. The sailor was rescued and taken into the
Barracoon.

Buchanan ~~was~~ ^{was} ~~aware~~ ^{aware} how this would engage the
combattants' attention. The combatants, had taken
the men with him in the two small boats, and
was pulling for the shore. The boat governor's boat
captured in the reef, but with no other ^{request} ~~than~~
a ducking he made his way safely to the barracoon.
A high fight continued for some time, but at Meridian
the day following. The indefatigable governor had em-
barked with the ~~goods seized~~ ^{goods seized} ~~plunder~~ ^{plunder} goods ~~seized~~ ^{seized}
and returned to Morona for a fresh supply of
ammunition. On his ~~return~~ ^{return} ~~the~~ ^{reaching again the scene of action} ~~the~~ ^{the} ~~repeating~~ ^{repeating} chiefs
were persuaded to submit ~~together~~ ^{together} with them by the

99. x
Slaves as prisoners, and about a dozen ~~liberated~~
Slaves, ~~these operations were effected with the help of~~
~~only one man that he returned to the capital.~~

At this period, the Gallinas, at the north ^{which}
~~to the~~ ^{island} The Sherbro, ^{at the river of the same name,} ~~in the wide mouth of the river,~~
was a den of thieves. Better at the south was not much
better. Governor Buchanan was compelled to lean on
the support of the British Cruisers. In fact it ~~was~~ is
evident that Liberia could not have been founded
earlier than it was, except ^{had been} ~~it~~ sustained by some such
or directly ^{by} ~~power~~ ^{authority} that of the United States. An older
and former condition of the slave trade influence
would have crushed it in its birth. A few of the
lawless ruffians, with their well armed vessels, who
once frequented this coast, could ^{easily} ~~have~~ done this.
~~Had it~~ For want of an American Squadron the gov-

ernor opened an authority to which he was not entitled.
Every thing was reduced to a regular ~~system~~ ^{system}
system in carrying on the slave trade. We have the
schooner Hugh Boyle from Aberdeen with a crew of
^{nine} American citizens coming to the coast, ^{and} ^{being} as pas-
sengers a crew of ten "citizens of the world" or some
~~where else~~ or from some ~~other place~~ ^{where else}. She is Amer-
ican, with an American crew and papers until she
gets her slaves on board; then her American citizens
become passengers, and the "citizens of the world" take
their place ^{as the crew}, till she gets her slaves into ~~Libbia~~ ^{Cuba}. ~~and~~
~~to this day~~

Governor Buchanan in one of his despatches ~~con-~~
dated November 8th 1839, writes "When at Sierra Leone
I visited a small schooner of one hundred and
~~twenty~~ tons, which was just brought in, with four
hundred and twenty seven slaves on board, and
of all scenes of misery I ever saw, this was most
~~disgusting~~ ^{disgusting}. My cheek tingled with shame and
indignation. When I was told that the same vessel
the Mary Cassin, had come in the coast and was
sailed for some time under American colors, when
taken, the American Captain was on board. He had
not arrived when I left Sierra Leone, but the

governor at my instance, promised to send ^{him} ~~down~~ here and deliver him up to me, to be sent to the United States. Is there any hope that our government will hang him?"

It is a question whether Buchanan had, as the Agent of a private association, or the Agent of the government for recaptured Africans, any right to seize the goods of British traders, or hold in custody the persons of Americans. But the governor was a man for the time and circumstances, taking "the responsibility," ^{he} determined to do right and let the law of nations look out for itself.

Chapter When a ~~frontier~~ ^{frontier} rests on a savage territory a "good look out" must be kept ^{there} ~~on the frontier~~. And ^{upon} every thing beyond it, as the Hollander watches his dykes and the sea. Litoria had to watch an early ally and ~~help~~ ^{former} friend of very unequal character, already known as King Boatswain. He had founded a new home, like Kamukko, ^{or} Raggamuffins. He had made a kind of ^{pet} of Litoria and perhaps intended to give up slaving and take the better course. ^{His} ~~nothing~~ better house came in his way till all his courses ended.

The death of Boatswain, whose tribe near of lies on creation, was followed by confusion among them. ^{with the advantage of} ~~the~~ ^{other} ~~man~~ ^{needed} ~~there~~ ^{to} The Chief Share of influence in the tribe, the boys, from whom the colonial territory had been purchased were near brighten and most prominent subjects for the slave trade. A revolt was accordingly made and moving around. A small remnant of the tribe took refuge in the colony, and ^{that} ~~that~~ seeing any reason why they should not be caught and sold under colonial protection as well as elsewhere, many were seized within the jurisdiction of the Commonwealth.

The nation ^{region} ~~was~~ ^{was} thus black with danger and the vast woods which ^{surrounded} ~~surrounded~~ the settlements on the St. Pauls became respiratory, as a wild southern source of difficulty, there was serious watchfulness

Chapter XV.

Buchanan's Administration, continued—
Death of King Viceroy—War with Cayumba—
Attack on Haddington—Expulsion of Buchanan
against Cayumba—Death of Buchanan—His
character.

ashamed and indignant at not having saved the dead body, they attempted by a rush to recover ^{it} and were again ^{and again} driven back, till they utterly despaired and disappeared. This strange episode of war lasted an hour and twenty minutes.

The forest recovered its suspicious character from the frowning and threatening ~~aspect~~ ^{appearance} through it; and there were reports of the gathering of more distant tribes to join Gaytumba, to make the work of destruction sure by an overwhelming rush upon the settlements.

The Governor, full of worldly foresight, saw the remedy for this state of things; and after reviewing up the carnage of his people, he planned an expedition against Gaytumba in his own den. For this purpose, a force of two hundred effective men, with a ~~few~~ ^{first} field-piece and a body of followers assembled at Millsburg on the St. Pauls River. About thirty miles from this, by the air line, in the swampy depths of the forest, was the point aimed at. Many careful arrangements were necessary to supply spies, and keep the disappointed at bay, during this desperate incursion which, the governor knew about, to make into the heart of the enemy's territory. The fine conception had this redeeming characteristic, that it was quite beyond the enemy's understanding.

The force left Millsburg on Friday 27th of March. Savanahs and Michels, soon obliged them to leave the gun behind. Through heavy rains, distressed and weary they made their way, without any other assistance, to a bivouac in an old deserted town. Starting at daylight next morning, they forced their way through flooded streams and ponds, in ^{mud} ~~up~~ up to their knees, and water up to their waist. After a halt at ten o'clock, and three hours march subsequently, they learnt that the enemy had become aware of their movements, and was watching them. About six miles from their destination, after flourishing through the jaws of a deep ravine, followed by a nearly full up a long

hill; a sharp turn brought them in front of a ~~under~~
 barricade of felled trees, & fire of musketry from it
 brought ^{to the ground} ~~another~~ Captain Sneller, & the riflemen, who was
 in advance of his men, ~~to the ground~~. The men
 made a dash on the evening & red dawn, that soon
 no body was in front of them. The line moved ~~on~~
~~forward~~ without stopping. ~~There appeared a large~~
~~and met only a struggling fire~~
~~coverage in a fair depth and collected firing~~. Here
 and there, as they ~~advanced~~ threaded their narrow path
 through the bushes in single file. A few men were
 wounded in this disheartening march, at length
 those in advance came to a halt before the fort, &
 and the rear closed up. Here the line was extended,
 and the party advanced in two divisions. The place
 was a kind of square ~~partially~~ ^{partially} enclosed ~~with~~
 cleared patches here and there, interspersed with
 clumps of brush, ~~etc.~~

The assailants were secured with a sharp fire
 from snipers and musketry, which was ~~badly~~ ^{badly} return-
 ed. Buchanan ~~having~~ ordered Roberts (the former
 President) to lead a reserved company ~~round~~ ^{round} from
 the left so as to take in reverse the ~~force~~ ^{force} attacked. This
 so confounded Gayton's garrison that they retreated
 leaving every thing behind. The hungry colonists became
 their recipients at the ~~summarizing~~ ^{summarizing} cooking pots. So
 rapid had the onslaught been that the second divi-
 sion did not reach in time to take a hand in it.
 The operation was thus completely successful with
 the ultimate loss of only two men.

The place was burnt and a ~~open~~ ^{open} green field
 established beyond all future challenge, the ~~power~~
 of civilization on that coast. The banks of the St.
 Paul's river with its graceful meanderings; palm
 grove of islands; and glorious basin spreading
 round into the eastern expanse of the interior, were
 secured for the habitation of peace and prosperity.

Great and corresponding energy was displayed
 by Buchanan in civil concerns. The Legislature passed
 such that every district should have a free school.
 Rules and regulations were established for the treatment

Chapter XVI.

Roberts, governor—Difficulties with English
traders—Position of Liberia in respect to England—
Case of the John Jayes—Official correspondence of
Everett & Ashmun—Trouble on the coast—Reflections

near and settled in peace, for centuries. The long tra-
jectory had had them prospering and commo-
re along the coast into the bays of England, and
in visiting ports and factories, as the cause to the differe-
nations; the intention seems to have been to bring things with
the exception of the slave trade, revert to old fashion. At
existing factories, parties were allowed to conduct their
trade in their own way, and to exercise whatever
competing influence they could gain with the native
powers to forward their purposes. Compulsions free
of the old establishments were preserved. Every where
else the coast had become free to all traders, it
being intended that no one was entitled to use force
or means of force to the injury of others.

If a private company of Merchants, in France, for instance, had taken possession of a part of the coast, driven off other traders, seized and confiscated their goods, because they chose to refuse to pay heavy duties, as the company chose to levy; the matter undoubtedly would have led to national complaints, and to correspondence between the governments. If France ^{discovered} this, all concerns in these transactions, representation, reparation would have undoubtedly been sought for by force. Governor Buchanan, therefore, zeal therefore sometimes outran his discretion in the policy he made against the English Government for resisting his interference ^{with} ~~against~~ their subjects, when there were nothing in practice of any venerable antiquity, or making arrangements with the natives identical with those which he, as the Agent of the American Colonization Society, ~~thought him~~ was making.

Edina in the Bahr Country, for instance, had been the seat of the monopoly of all nations. Private factories for trading in ivory, ~~and~~ palm oil &c. were there in 1826. Such places were supposed to be open ground, in which the same might occur again, or were common property. Such had been the case in almost every point occupied by the Liberian Government. Hence the carrying of duties, ^{and the establishment of monopolies} were resisted by ~~traders~~ ^{English traders.} of all nations.

106

England was bound to defend the property of her subjects, or to compensate them for the loss of it, if this occurred through the neglect of the government. And it no doubt appeared very strange to Great Britain that one application of Capriciousness, should claim a right to profit by duties levied on her vessels; when there was no government responsible for these acts.

It being understood that such were the views of England; it was inferred that something in the shape of reprisals was intended by the seizure of the "John Hayes".

^{note} This differs it is believed from any yet appeared on the subject, but

These views differ it is believed from any yet appeared in this subject, but ~~may at right claim a precedence above all other considerations.~~

When the sailing to which there have ~~been~~ ^{been} given rise, ~~it is~~ it was inferred that something in the shape of reprisals was intended by the seizure of the "John Hayes" a colonial schooner. But this ground was abandoned by admitting the vessel to trial before the Vice Admiralty Court at Sierra Leone, on suspicion of being engaged in the slave trade. By this there does not appear to have been evidence justifying even a shadow of suspicion. As the vessel and cargo were by these proceedings really lost to their proprietors the whole case offers only the most revolting features of injustice and oppression. There was then no American Squadron on the Coast of Africa to look after ~~the~~ ^{their} interests.

This case and many others were in reality very hard, ^{and} perplexing, ~~and~~ ^{and} ~~outstanding~~. The Liberator was virtually of no country. His government in the eyes of National National Law, was no government. This was an evil and threatening state of things. The Colonial Authorities could not do right without hazard. For it was right to extend their jurisdiction and regulate trade, and substitute fixed duties for ~~old~~ the old irregular systems of presents

108

Mitted to the hands of Joseph J. Roberts, for upon ^{decision} ~~the question~~ ^{with England} ~~the question~~ depended the stability and progress of the colonies. If they could not control their own shores, intercept evil, repulse wrong, and foster good; if they could not expect the contrabandist, because the Native Chiefs were being bribed to slaving and all kinds of evil. There was ~~an end to~~ ^{an end to} ~~and a stopper on~~ their progress.

Looking to the interior concerns, however, there was much that was promising. Civilization with its peace, intelligence and high aims, was rooted in Africa, the firing energy of republicanism was there. Christianity in various influential and ~~progressive~~ ^{advancing} forms was among the people. Education was ~~progressing~~ ^{advancing}, and institutions for public good were being carried into effect. Governor Buchanan had among his last efforts addressed an audience in the Lyceum at Monrovia.

Schools were springing up among the ~~colony~~ ^{colony}, although they, when established for the benefit of the natives, were maintained by the primary appropriations of the United States. Native hereditary enmity and faction were yielding perceptibly in all directions to the gentle efficacy of Christian example. All this constituted a great result.

The physical, ~~material~~ ^{and} ~~political~~ ^{material} resources, a ~~Agencies~~ ^{Agencies}, were small. A few men, in the distant land, had taken up the subject of African Colonization, amidst the political ~~stirring~~ ^{stirring} sectional stripes, political tentacles, and gigantic enterprises of a mighty nation, and held fast to it, in ~~most~~ ^{most} ~~instances~~ ^{instances}. A few of prominent generosity, ~~liberal~~ ^{liberal} their slaves, a wealth, or personal endeavor to forward it. The free colored ~~men~~ ^{men} ~~had the right~~ ^{in the United States} ~~in the matter, which it is to be hoped he will always~~ ^{in the matter, which it is to be hoped he will always} ~~retain, a right to go, and a right to remain, at~~ ^{retain, a right to go, and a right to remain, at} ~~his own option.~~ ^{his own option.} No one could stand on Cape Mesurado, and see the intermingled Churches and ~~and~~ ^{and} ~~houses,~~ ^{houses,} and the broad expanses of interior waters bordered by ~~many~~ ^{many} ~~though not properly~~ ^{though not properly} ~~settled~~ ^{settled} ~~and see~~ ^{and see} a people elevated far, very far,

107
a bribe, to the Chiefs. But they had not political
law on their side. They had the advantage how-
ever, of a good law in the world's history.

Mr. Everett, the American Minister to England,
on this subject, had said in his note to Lord Aberdeen 30th of Decem-
ber 1843, "The new designed greatly fears, that if the
right of the settlement to act as an independent
political community, and as such to enforce the
laws necessary to its existence and prosperity, be
denied by Her Majesty's government, and if the
naval force of Great Britain be employed in pro-
tecting individual traders in violation of these
laws, the effort will be to aim a fatal blow
at its ~~existence~~ ^{very} existence."

The British government seemed to consider
that a political community could not act ^{as} in-
dependent, which neither was in fact, nor proposed
to be, independent; and ^{also} supposed that it could
hardly answer to their people for acknowledging a
right not claimed ^{on} a foundation of fact, but
The Ministry gave ~~instructions~~ ^{orders} to the Admiralty,
gave ~~orders~~ ^{orders} to the Commodore of the Squadron
on the Coast for the cruisers off Liberia "to avoid in-
volving themselves in contentions with the local au-
thorities of the Liberian settlements upon points
of uncertain legality" and ^{added:} "great caution is re-
commended to be observed in the degree of protection
granted to British residents, lest in maintaining
the supposed rights of these residents, the equal
superior rights of others should be violated."

Mr. Upshur, Secretary of State, in his corres-
pondence, announced that the American gov-
ernment regarded Liberia as occupying a
peculiar position, and as proposing peculiar ~~claims~~
claiming to the friendly consideration of all Chris-
tian powers. There was found afterwards, little
difficulty in treating the matter, ~~after~~ when put
in this light.

~~In the~~ In the mean time circumstances looked
very threatening, when the government was con-

To say the least, above those of their color in other parts of the world, without the consciousness that a great work was begun. To meet every where, the dark-skinned men of Africa solely the governors of it all; indicated a great part in the history of the negro race.

Other Movements Among Men were falling into a correspondence with these proceedings. A great awakening in regard to Africa was pervading Europe. The Niger expedition had entered "the valley and shadow of death" which extends its fatal circle round the White Man, as he penetrates among the ^{wide} ~~wide~~ lagoons, the ^{invariant} ~~invariant~~ verdure, and rising slopes of Africa. The world regarded it as a calamity, when the fatal consequence of this attempt came to light. Men were willing to continue the sacrifice of life and treasure if any prospect of success should open before. ~~before~~ All continents, North, South, East and West, were ~~being~~ anxiously scrutinized to see if a safe pass could be found leading into the land of mystery. The trade with the West coast was becoming the object of keen competition. England had for years ^{long} held the throne and was grasping for more. France was striving very vigorously by purchase and otherwise to establish herself commercially there. While the United States ^{at all odds} ~~were~~ ^{were} ~~unequally~~ ^{were} ~~seeking~~ ^{adventurous} her traders their traders to pick up what the change in Africa would develop. Something like an earnest cordial determination was originated to abolish the slave trade and substitute for it the pursuits of true and beneficial commerce. Chapter XVII The election of Roberts, a colored man, as Governor of the Commonwealth of Liberia, separated and individualized the African race totally as the managers of local affairs, and made an informal concern, all things their own. He ~~not~~ attempted to root out the interlopers, with energy, more patriotic than potent, and stood up strongly for the rights of his community. He

Chapter XVII.

Robert's administration—Efforts in reference
to English traders—Internal condition of Liberia—
subordination—Treaties with the native kings—
Education in the interior—Causes leading to a
Declaration of independence.

114
style of his reflections, he gives fair promise of becoming a strong advocate of the "maine law", although ~~it must be confessed that for long, drunken raps~~ is ~~seen in Maine~~ there are large cities in the United States and England. There was no small number of cases of idleness, obstinacy and knidles. ones of the future; very natural to men whose independence of station was of very recent date, and whose independence of character was yet to come. The more credit is therefore due to the firm industrious and upright, stationed on the threshold of this vast dark continent with its fury and its vice ready to burst ^{out} upon them.

The Governor's resources, ~~and they were~~ ^{never very} great, were called ^{on} to regulate the intercourse between civilization and barbarism; and he found that the high moral influence of a few hundred men around him, was a ^{power} ~~source~~ of strength, in dealing with the Savage. All the kings of the Northern and Western districts, were induced to assemble in convention in the early part of 1843 at King Bromley's town to settle their great disputes of long standing, and to draw up a set of rules and regulations for their future guidance, ~~and good behavior~~. This was a great step gained, a moral victory, over the fierce enemies of Savage life.

The kings, asked the Government and advice of the colony, acknowledging fully its jurisdiction ~~over~~ over them. King Ballasada however sent his respectful compliments with a petition that he might be allowed to cut the throat of King Gogomina if opportunity offered, or might at least have the pleasure of shooting some of his people, because the said Gogomina ^{had killed} six of Ballasada's "boys". Information however was given by Governor Roberts to King Ballasada, that the time had passed for such summary proceedings, but that the matter of shooting the six boys should be engaged into by the government himself. Gogomina ~~was~~ ^{was} ~~ordered~~ ^{ordered} ~~to~~ ^{to} ~~send~~ ^{send} ~~them~~ ^{them} ~~home~~ ^{home} ~~and~~ ^{and} ~~sent~~ ^{sent} ~~them~~ ^{them} ~~home~~ ^{home}.

112
Much interest soon began to be manifested to learn something of the interior. It was not known ^{whether} the wide valleys of the river might lead, or what they might contain. It was ascertained ~~that~~ ^{however} that there were the Mandingoes and other noted people some where beyond the deep forests, ~~with~~ ^{with whom} communication had been held, ~~with~~ ^{and with whom} it might be held ~~with~~ ^{again}. The natives on a line north east as far as the Niger were entirely unknown. ~~to~~ Little was really ascertained except that the Niger was there. They knew that there were ~~poor~~ jealous tribes interposing, who stopped all commercial intercourse, that did not pass through their own bloody and covetous hands.

The governor relying on the reputation for power and good faith which the colony had acquired, resolved to head in person an expedition of exploration ^{along} the St. Pauls river. Taking a ~~small~~ ^{number of} men with him he proceeded up the river, visited the Cameroonian country ^{about seventy miles inland} and found the forests greatly cleared, and the main source of supplies ~~at~~ ^{back} that time ~~not~~ ^{one} hundred miles farther. Things were visited and relieved of their fears, although not of their wonder that "the governor should be at that distance from home, without engaging in war". The party had left the canoe, ~~the~~ and after a circuit round to the eastward they reached "Captain Lami's" town, one hundred and twenty miles east of ~~Senegal~~ ^{Senegal}.

Several kings ^{met with} ~~called on~~ the president in his journey of excursion. With ~~whom~~ ^{whom} the conversation was held "on the subject of trade, the course and extent of the river, the native laws, religion &c.". ~~the king~~ ^{one} who was seated in state, on a sofa of raised earth, gave us a hearty shake of the hand, and said he was glad to see us; ~~saying to the king~~ ^{adding} "this country be your country, all this people be your countryman, you be first king". This king was informed by the president "that he and his people must agree to abandon the slave trade, to discontinue the use of ~~slaves~~ ^{slaves}".

Africa and the American Flag

Samuel Cooper N. Y.

Wood, engaged in no war except by permission of the colonial government," on one occasion "Ballasada" the principal war man of the Gokah tribe made his appearance; he entered the gate of the barricade at the head of some twenty or thirty armed warriors with drums beating, horns blowing, draped in a large robe, and stepping with all the majesty of a great monarch. At Gandoo town arrangements were made for establishing a school. At Gelly one of the missionaries preached to a large congregation, the king with most of his people being present. The young audience ^{was} attentive and with the king gave "a nod" at almost every word uttered by the interpreter.

At "Captain Samu" town, a place of great trade they met four thousand from different tribes, anxious to have a question settled, viz, "whether if they carried their produce to the American settlement for sale, the colonists would not take their property away and put them in jail; their intermeddiate friends had persuaded them that such would be the case, and consequently had ~~withdrew~~ ^{withdrawn} their property and themselves, in the mean time become their agents and plundered them at discretion. They had ~~there~~ ^{at that time} brought a considerable quantity of produce for sale, and some of them had been kept waiting for many months. All this was fully cleared up to their satisfaction and great extension of trade was promised. The Governor ^{says} "I have travelled considerably in the United States, but have never seen any where a more beautiful country than the one passed through, well timbered and watered, and the soil, I venture to assert equal to any in the world."

Provident Roberts, at Maricao in 1850, ^{stated to} the writer that, in the interior, ore is found as fine as pure, ~~that~~ as to be capable of being beaten into malleable iron without the process of smelting.

5-1-14
Treaties were formed with all kings
and sundry fractions of kings; introducing every-
where, peace and facilities for commerce. It may
be presumed therefore that now the tidings are
circulating through the depths of the interior, that
peace has come from the West; and an African
people has returned to bless their old dark con-
tinent with light and truth.

115
Chapter XVIII.

For the main ills with which Liberia was oppressed, Independence was the only remedy. We have seen the nature and extent of these ills, in her equal social position in the ^{view} eyes of several European powers, especially in that of the English ~~commercial~~ nation, ~~freedom~~ ^{friction}. The measures necessary to carry out this great purpose were received with universal sympathy.

Individuals from all sections of ^{various} the country, ~~bearing~~ ^{bearing} in them, the imperial character of their ~~free~~ ^{free} nation, ~~they~~ had transmitted it, by the dark skinned race, to ~~revivify~~ ^{revivify} with liberty and self government. The great slave land of the world. This was perhaps an honor higher than they aimed at, ~~for~~ ^{from} ~~the~~ ^{the} motives which entered into the plan of colonization. The few judicious leading men of Liberia saw the necessity of making the experiment. The outlines of a constitution, as far as that already existing needed modification, were borrowed from that of the United States. A declaration of independence was ~~traced~~ ^{adopted} and proclaimed, and on the 26th day of July, the flag of the republic of Liberia was hoisted, ~~the flag adopted, the state freed and a nation born.~~

Roberts, whose state of pupillage had been popular under the master mind of Buchanan, ^{was} ~~as~~ might be expected, ~~was~~ ^{was} elected President of the Republic. England, France, Prussia, Belgium and Brazil have ~~separately~~ ^{separately} acknowledged the independence of Liberia. A liberal treaty of Amity and Commerce, based upon the equality of rights of the two nations, was entered into between England and Liberia. The Ministry were probably led to the conclusion ~~during~~ ^{during} the President's visit, ~~while~~ ^{while} the treaty was pending, that trade regulated by the laws of a compact nation, was likely to ~~far~~ ^{far} become far more advantageous, than the lying, cheating and plundering, that had occurred, with things and holly

116
and ~~had in view~~ ^{and had in view} the increased power of the government for the suppression of the Slave trade.

The President arrived in Liberia on the 1st of July, 1849, in the Majesty Steam frigate Amazon, and was saluted ^{by her} with 21 guns on landing, by the English ~~man of war~~; and other appropriate ceremonies were observed. Soon after this, England presented the republic with a man of war schooner, with armament and stores complete.

France entered ^{afterwards} into a commercial treaty with Liberia, and furnished a large quantity of arms. Subsequently ^{assurances} from the European powers, indicated their interest in the prosperity of the African republic.

On the 22^d of February 1849, the French flag ~~steamer~~ ^{envelope} steam frigate Envelope, accompanied by another frigate, arrived at Monrovia. The following day, the Commodore with the officers, and two hundred men landed for the purpose of saluting the flag of the republic. They were received by three uniform companies of Monrovia in front of Colonel Gates' residence, where three field pieces from the French frigate had been placed. The procession was then formed and moved up Broad Street to the President's house, where the flag staff bearing the Liberian colors was standing. A salute of twenty one guns was fired from the field pieces, ~~in front of Colonel Gates' residence~~, which was repeated by the French frigates; and returned by the Liberian guns. Refreshments were provided for the men and the officers dined with the President.

In the month of March following several English and French frigates placed themselves at the disposal of President Roberts, for an expedition against ~~against~~ the slaves who had established themselves at other centers. Arrangements had previously been made with some of the chiefs in that quarter, for the surrender of their

mine detected this exploit.

President Kpafo, when in England ⁽¹⁸⁴⁸⁾ dining on one occasion with the Prussian Ambassador, the subject of purchasing the Gallinas territory was discussed. Lord Ashley and Mr. Guxing, being present, pledged one thousand pounds. Half the amount required to secure the territory. Numerous individuals in the United States also contributed for the same purpose. Poppin was afterwards obtained of the Gallinas for the sum of nine thousand dollars. The price demanded was large, as the chiefs were aware that annexation to Liberia would forever cut off the lucrative slave trade. Commissioners were appointed to settle the difficulties in the interior, upon the trade in palm-oil, ~~oil~~ palm-oil and ivory, and furnish the people with the means of instruction in the art of agriculture.

It is however doubtful whether Liberia has the influence of the Republic is sufficient to control the wars which have been so long raging in the interior. By the annexation of this ^{territory, and on May 1848 the Cape} territory, Liberia practically extends its dominion exterminating the slave trade, from Cape Lahou eastward of Cape Palmas to the Sierra Leone, a distance of about six hundred miles of sea coast.

The financial burdens of the Government were a matter of no little anxiety. The money for the purchase of the Gallinas had been munificently contributed by Mr. Guxing and other individuals from abroad. ^{but} still there was that "national debt." The expedition against ~~was~~ ^{was} doubtless a great event in the history of Liberia. There was glory which is not without its practical use, and there was gratification in the honor of ^{having been} ~~being~~ aided or accompanied in such an effort, by the ^{actual participation} ~~actual~~ moral forces of great nations. But glory ^{and gratification} have their disadvantages also. They hardly did the leading men of Liberia look to the fact that there were heavy bills to be paid. The paper

119

ment of a few thousand dollars was a serious affair. They surely concluded however, that they were following the ways of Providence in incorporating the Kru and the Gallinas into their family, and the results have justified their proceedings.

On the 15th of February 1850, The Secretary of State, in compliance with a resolution of the Senate of the United States, transmitted a report of The Rev. H. R. Gurley, who had a short time previously been sent out by the government to obtain information in respect to Liberia. This report ~~contains~~ ^{contains} a full account of the people, the government, and the territory.

The long standing difficulty with the British traders was brought ^{to a crisis} by a prosecution in the Liberian courts. An appeal was made to the British Commodore, H. P.

Thomson. The British Consul, a ~~native~~ ^{native} African who had been literally educated in the United States, warmly espoused the cause of the traders. These circumstances induced the President in May 1852 to visit ~~Europe~~ ^{England} where the matter was satisfactorily arranged. He extended his visit to France and was there received with attentions due to his station.

The elements of society in Liberia were not all elements of peace. Native tribes long hostile had submitted to Union. They had promised to be very friendly, and met very lovingly together, which they no doubt considered very strange and perhaps for a time found very pleasant. We should have been inclined to think this very strange if it had continued. When old hatred, old habits, and old enmities, are covered their strength, it required a firm hand, and one pretty well armed too, to keep order among them. Nor did the means available always attain this end. Dispersion could not be achieved with out force and punishment.

In 1850, The Revs. ~~Revs~~ ^{Revs} Briggs and Golah, had roused ~~perennial~~ ^{perennial} up their perennial quarrel about their rights and territories, a portion of

There were wise enough to apply to the govern-
ment to appoint a commission to settle the
difficulties among them. Others, as they ~~supposed~~
~~supposed in accordance with the~~ ^{Republic} ~~institutions~~, took the larger liberty of attempting to settle
matters in their own way. The excitement proce-
ded during the President's absence, he March
1853, he proceeded with two hundred troops to the north
ward of ^{Little} Cape Mount, and after a suitable discus-
sation brought the chief offender, ~~the~~ having the
appropriate name of Bormbe to a court trial at
Ankoraia, he was convicted, fined, and senten-
ced to imprisonment for two years. *W.W.*

In November 1850,

The people of ~~Inde~~ Simbo, brought in a complaint
against "Will Bumble" who was at the head of a gang
of ^{troops} ~~troops~~, murdering and robbing with impunity. They
asked the protection of the government, and it ~~was~~ ^{was} ~~granted~~ ^{granted} ~~and~~ ^{and} ~~that~~ ^{that} ~~Will Bumble might feel~~ ^{that} ~~the~~ ^{the} ~~arm of the law~~ ^{arm of the law} ~~but an~~ ^{but an}
outbreak at Bapa Lone ~~threatened to be the grand office~~ ^{threatened to be the grand office} ~~of the time, under a chief named Grande.~~ ^{of the time, under a chief named Grande.} He was a
shrewd, cunning subject, ~~a cunning villain.~~ ^{a cunning villain.} The President
gave him a lecture. To add of it, he listened attentively
and with becoming penitence readily admitted the
error of his ~~ways~~ course and the wrong he had been
guilty of, and promised never again to do so. The pres-
ident however found, as is usual in such cases,
that Grande was much the same after the lecture
as before. "I had scarcely lost the colony," says the
President "before his evil genius got the better of him."
And the fact turned out to be, that his "evil genius"
very nearly got the better of every body else.

He established himself with his people beside a
new settlement near Bapa Lone. This was exposing
his penitence to too strong a temptation. He cultivated
the most friendly terms with the settlers, and
when he had sufficiently disguised his suspicion, he
rose upon the settlement, ^{on the 15th of November 1851} murdered nine of the
inhabitants, carried off what he could get, and
took to the "bush".

Grande had taken measures to excite a consid-
erable insurrection of the confederated tribes in

region
in that ~~section~~ ^{to the attack}, and returned with a serious
force, estimated at over thousand men. The assailants
fought with unreflecting fierceness, as the Negro
does when excited, paying no attention to the
artillery which opened upon them. But they
made no impression on the place. Roberts pro-
ceeded to Baton Rouge in the U. S. Troop of War
Dale, accompanied by a reinforcement in the
Libonian Schooner Lark and prevented a third
attack. In March 1852

In March 1882 Grando and his confederate
Beyer, were again arranging combinations among
the tribes in the "Bush". The "evil genius" complained
of had continued to bring the traders ^{on the stage} again with
their perplexing complaints about ~~transport~~ ^{traders} imports
and monopolies, one of these ^{traders} seems to have been
instigating the disturbance.

These circumstances brought on the most
extensive and most trying military campaign
in which the Liberian forces have ^{yet} been engaged.
It was estimated that the Confederates had in
the field about five thousand men, they were well
supplied with ammunition and had some artillery,
and were employing their time in constructing
~~some~~ rather formidable defenses. To meet them,
Roberts had about five hundred colonists, and
and the same number of natives. With these, ~~he~~
^{on the 6th of} ~~marched~~ ^{he marched} in January 1882, and ~~in the 6th of the~~
~~same month~~ upon the enemy, a host-unlike
animating the passage through a swamp was
occupied by three times the number of its assail-
ants. After an action of an hour and a half,
this position was forced and the enemy drove
through ^{a piece of} ~~some~~ difficult forest ground. After
some resistance here, they were ^{driven back and chased} ~~driven~~ to Grandor
hills, where they set on fire and ^{then} ~~re-~~
treated to ~~Boyer~~ Boyer, occupying the left bank of
the New up river to dispute the passage.

From this position Boyer was dislodged by
The hostility of The Chiefs around him who did

not join in the revolt. He retreated within the barricade of his own town. Here he had some artillery. On the 15th Roberts came with his whole force upon this place, a fierce fight, of nearly two hours, took place which resulted in the capture of the town. The loss of the enemy was considerable. The Litorians had six killed and twenty five wounded.

Grandos's allies soon discovered that they were in the wrong. Boyer fell into the same trap of repentance. Grandos's authority expired in 1853, altogether. His own people held a council whether they should not deliver him up to the President. This was opposed by the old men as contrary to custom. They made him prisoner however. Boyer would by no persuasion be induced to put himself within the grasp of the President. He was also playing his tricks upon other people. Having in July 1853 induced a Spanish Master to advance him a considerable sum in doubloons and a quantity of goods, he suddenly became strongly anti slavery in his views, and sent a request to the President and to the British Steam Cruise, *Phaeton*, to look ^{out} for the *Phaeton*, which ^{had} ~~been~~ ^{cleared for the} Gallinas, grounded in the river, and was ^{afterwards} ~~destroyed~~.

Boyer himself and another worthy by the name of Cain, who joined Grandos in these disturbances, kept the Litorians ~~in~~ ^{on} the alert, but seen gradually spreading a net for them selves, and it is to be anticipated that ^{ere long they} may be found as companions with Boombo in his captivity.

Chapter XIX.

Condition of Liberia as a nation—Aspect of
Liberia to a visitor—Character of Monrovia—Soil,
Production & Labor—Harbor—Condition of the people
compared with that of the race in the United States—
Schools.

For any other part of the world. Here more ^{care is} devoted ^{to} the culture of sugar, and increasing attention is being given to agriculture. These lands readily sell at from forty to fifty dollars per acre. A fork of this river flows in a northeasterly direction and unites with the Mamado river at its mouth. This fork is called Mucklins Creek in honor of Governor Mucklins. The largest rivers of Liberia are navigable only about twelve or fifteen miles before coming to the rapids.

As the country becomes settled and the character of its diseases better understood, the acclimating force is less dreaded. In fact it is very rarely proved ^{having been} fatal. They ^{have} passed through the colored immigrants living far better health ^{than they did} than the best parts of the United States. The statistics ^{as President Roberts stated} show that there were three per cent smallpox of deaths than in the New England States and Canada among the same class of population. The thermometer seldom rises higher than 85° nor falls lower than 50°.

The productions of the soil are scarce and abundant—capable of sustaining an immense population. The want of agricultural industry rather than the incapacity of the country to yield richly the fruits of the earth, has been the difficulty with the Liberians. With well directed labor, of one half the amount required among the farmers of the United States, a large surplus of the earth's productions over the demands of home consumption might ^{be} ~~have been~~ gathered. The country certainly possesses elements of great prosperity.

"A bill for the improvement of rivers and harbors" should be forthwith passed by the Liberian Legislature. A treaty exporting annually articles amounting to the sum of eight hundred thousand dollars, and this on the increase, might make an appropriation to render landing safe from the ducking in the surf to which we are now exposed. Sharks in great abundance are playing about the bars of the rivers, eagerly ^{and} eagerly watching the boats and canoes for their prey. Dr. Hunt & Liberman Senator, and ^{several} ~~many~~ others, have been captured in boats and fallen victims to these sea tigers.

A full and very interesting description of the
geography, climate, productions and diseases of Africa
has been published by Dr. J. W. Tiegensbeil, late colonial
physician, ^{the last white man who was} and ^{United States Agent in Africa} ^{Measures}

In devising ~~ways and means~~ ^{Measures} for the benefit
of Liberia, one thing was preeminently to be kept in view,
which ^{was} that the people be prevented from rushing
back to become mere Africans. It is believed that
this danger was wholly past ^{under} ~~the~~ The energetic ad-
ministration of Buchanan, to whom too much
praise cannot be accorded. He infused a life and
spirit into the nation and brought out such men
as Roberts and others, in whose hands we believe
the Republic is safe. A large majority of the immi-
grants having been slaves, ~~having been~~ ^{and} ~~therefore~~ ^{are therefore} ~~to~~
~~be free~~ ^{in a measure} ~~grants~~ ^{dependent on the will and} ~~grants~~ ^{are therefore}
in a measure ^{in a measure} incapable of that self-reliance which serves fairly
me up in an enterprise of this kind. The identity of
least those in ~~dependence~~ ^{dependence} ~~with~~ ^{with} ~~their present position~~
to that which they held in the United States. There are
however now and then exceptions to this. As might
be expected, for there always will be appropriations being
going around over early home, that will in a dis-
tant hand, capture ~~giving~~ ^{giving} ~~the~~ ^{the} ~~means~~
of children.

Slaves do not work like freemen. The ques-
tion then arises, Is this the case because they are
slaves, or because they are negroes? Those who have
been emancipated in the British territories have
withstood all the favorable light on this inquiry. They
do not now work as they ^{did when} ~~were~~ ^{were} compelled to work,
although they are free. Neither do the Sicilians,
Neapolitans, or Portuguese work as men work elsewhere.
There are no men freer than the slaves, who steal
children and sell them, in order that they may
relieve may be in seeing idleness. It is the free
man's intelligence and his higher motives of action
which produce his virtues.

The burdens of Liberia and the natives brought under new institutions, ^{produced for new} ~~but~~ ~~the~~ ~~recapitulation~~ ~~of~~ ~~these~~ kinds of labor, has become favorable to the improvement of ^{the} Africa. There is now the will and ability of the native population to work in the fields, ~~to till the land~~. The law of remuneration which they receive favors the employment of capital, but ~~high~~ wages for common labor very low. It is of no use to urge upon colonists to employ their own people in preference to natives, when the former want eight cents a day, and the latter only twenty five. Where things must take their natural course, the inquest of capital must be waited for, the wages can rise. But it all tells strongly in favor of settlers securing grants of land, and becomes a great inducement for colored men emigrating to Liberia who have some little capital of their own.

It is in Liberia alone that the colored man can find freedom and ^{the} incentives to higher motives of action ^{are conducive to virtue.} which ~~freedom~~ ^{are his virtues.} There these sources of good are found in ^{abundance for} ~~abundance~~ in his race. In this country he can gain ^{the} intelligence of the free population, but is excluded from the vivifying motives of the free man. In Liberia he has both. Means are needed to sustain this condition ^{of things}. The first of these is religion, which to a great degree ~~inspires~~ ^{inspires} permeates the community. ^{There} It is true that some of the linear forms of a high ^{divine} ~~spiritual~~ ^{spiritual} conception of things characterize the people but far preferable is this, to the tendency of the age ^{elsewhere} ~~to~~ ^{towards} attempting to bring within the scope of human vision the higher mysteries of faith. The second is the school, which keeps both ^{intelligence & aspiration} ~~pure~~, and nurtures both. Roberts is aware of this, and keeps it before the people. They will transfer therefore what the United States alone exemplifies and ^{what} ~~which~~ is vitally important to free governments, ^{namely a system of} ~~which~~ ^{a system is that of} the ^{present} ~~public~~ ^{in many parts of the} common schools, such ~~as~~ ^{as} the graded schools, ⁱⁿ ~~the~~ ^{in many parts of the} ~~country~~ ^{country} comprising most of the select schools, where a thorough education, ^{free} ~~without money and without price~~ may be obtained by all the children of the Community.

Liberia contains a population exceeding one hundred and fifty thousand inhabitants, not more than one twentieth of this number are American colonists. Its growth has been gradual and healthy. The government, from its entire and successful administration for more than six years, appears to be firmly established. The Country is now in a condition to receive as many emigrants as the United States can send. To the colored man who regards the highest interest of his children; to young men of activity and enterprise, Liberia affords the strongest attractions.

We would not join in any attempt to crush the aspirations of any class of men in this country. But it is an actual fact, whatever may be thought of it, that here the colored man has never risen to that position, which every one should occupy among his fellows. For suppose ~~that~~ the wishes of the philanthropist towards him to be fully accomplished: - Secure him his political rights; respect him in body and intellect; cultivate him in taste even; then while nominally free he is still in bondage; for freedom must also be the prerogative of the white as well as of the black man; and the white man must likewise be left free to form his most intimate social relations; and he is not, and never has been disposed, in this country, to unite himself with a caste, marked by ~~such~~ broad distinction as exists between the two races. The testimony on these points, of those who have ^{had} abundant advantages for observation, has been uniform and conclusive. For ^{the colored man} himself then, for his children, Liberia is the only City of refuge. He there may become a freeman not only in name.

but a freeman in deed and in truth.

Liberia has strong claims upon Christian
aid and sympathy. Its present and prospective
commercial advantages to our country, will
far counterbalance the amount appropriated
by private benevolence in planting and aiding
the colony and the Republic. Its independence
ought to be acknowledged ^{by the United States}. This, according to
the opinion of President Roberts would not
imply the necessity of diplomatic correspondence,
while the moral and political effects, would
be beneficial to both parties. England by its
early acknowledgements of the independence
of Liberia, and cultivating a good under-
standing with its government and
people, has greatly subverted her own
commercial interests, while responding
to the call of British philanthropy.